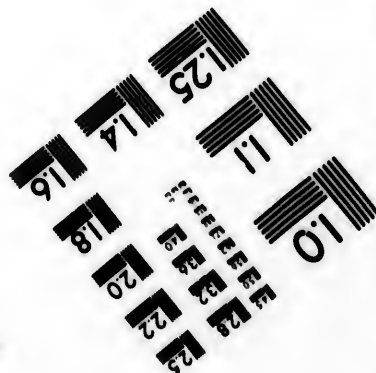
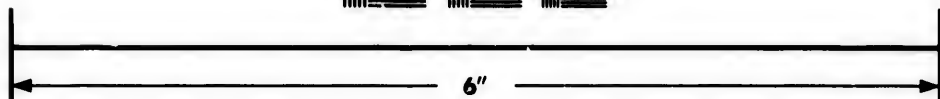
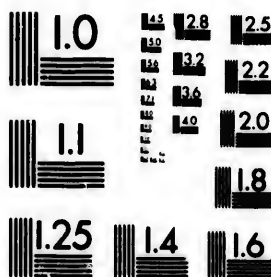


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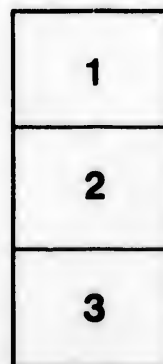
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THE
BRITISH TRIDENT;

OR,

Register of Naval Actions;

INCLUDING

Authentic Accounts of all the most

REMARKABLE ENGAGEMENTS AT SEA,

IN WHICH

The British Flag

HAS BEEN EMINENTLY DISTINGUISHED;

• From the Period of the memorable Defeat of the

SPANISH ARMADA,

TO THE PRESENT TIME.

CHRONOLOGICALLY ARRANGED.

By **ARCHIBALD DUNCAN, Esq.**

LATE OF THE ROYAL NAVY.



VOL. V.

ALBION PRESS PRINTED:

**PUBLISHED BY JAMES CUNDEE, IVY-LANE,
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ADVERTISEMENT.

IN compliance with the repeated solicitations of many of the purchasers of the "British Trident," the Editor has been induced to resume his labors. The many important events which have taken place since the completion of his fourth volume, indeed, loudly call for the continuation of a work, the utility of which has been abundantly demonstrated in the extensive encouragement and support it has experienced.

A triumph, unparalleled in the annals of naval warfare, and two other victories, inferior, it is true, in importance, but still more complete, have, in the short space of a few months, hurled confusion on the foes of Britain, and even eclipsed the former achievements of her hardy sons; while the captures made by our cruizers, have afforded numerous opportunities for the display of all those manly qualities by which they are characterized.

The fourth volume of the "British Trident" comes down to the victory of Sir Robert Calder, over the Combined Fleet, off Ferrol. The editor was obliged by circumstances which it is unnecessary to detail, to bring it to a conclusion before the arrival of all the particulars of that action. He was, consequently, prevented from entering so fully into the subject as its importance would require; and the same reasons rendered it impossible to give, in the regular chronological succession, many naval occurrences, the intelligence of which had not then been received. This consideration has convinced him of the necessity of commencing the continuation of his history with the year 1805, though one or two events of it have already been noticed in the fourth volume. He will thus be enabled to give a comprehensive view of the operations in the opening of the year, which led to the successes that crowned its close, and that will ever form a memorable epoch in the naval annals of Britain.

THE
TRIDENT.

NAVAL TRANSACTIONS,

IN THE YEAR 1805.

Escape of French squadrons from Rochefort and Toulon—Lord Nelson sails in pursuit of them—Proceedings of the French Admiral Missiessi, in the West Indies—Engagement between Sir Robert Calder and the combined French and Spanish fleet off Cape Finisterre—Movement of the Brest fleet—Lord Nelson assumes the chief command off Cadiz—Instructions issued by him to his officers—Battle of Trafalgar—Engagement off Ferrol—Various actions between single ships.

SINCE the destruction of the French fleet at Aboukir, the enemy's squadrons had been so closely confined within their own harbors, that the appearance of a single ship of war was considered as a rarity, and the British naval force had no other occupation than to blockade the havens of France. On the renewal of the war this system, though severely censured by some, was again resorted to, and fleets were stationed without intermission off the ports of Brest, Boulogne, Rochefort, and Toulon. Meanwhile the ambitious Buonaparte made the restoration of the French ma-

rine, the particular object of his attention. The French armies assembled on the coasts, and the menacing preparations for the invasion of the British islands, drew the attention of the government from the immediate objects of the fleets that were equipping at different ports, for the purpose of wounding Great Britain in the tenderest part.

With the year 1805, the politics of the enemy seemed to have undergone a sudden change.—A French squadron, under Rear-admiral Missiessi, escaped on the 11th of January, from Rochefort, and having eluded the vigilance of the English cruizers, proceeded without molestation to the West Indies.

Scarcely had this squadron put to sea, when a second and more formidable expedition left Toulon. Lord Nelson, the commander-in-chief in the Mediterranean, had stationed himself at the distance of about forty miles from that port, observing the whole line of the Italian, French, and Spanish coast, from Palermo, by Leghorn, Toulon, and Barcelona, to the Straights of Gibraltar. Through this extent of sea his ships cruized in every direction, and detained all the French and Spanish vessels they chanced to meet with.

On the 15th of January, Admiral Villeneuve put to sea with his squadron, consisting of eleven sail of the line, and two frigates. The Sea-Horse, Lord Nelson's look-out frigate, immediately made the necessary signal, and narrowly escaped being taken by the enemy. The Venus sloop, of 10 guns, with dispatches from his lordship, unfortunately fell into their hands; but the dispatches had previously been thrown overboard.

No sooner was the British admiral informed of Villeneuve's departure, than he went in pursuit of him. Report had assigned Egypt as the destination of the French squadron, and this idea seemed to be confirmed by a variety of circumstances. Eager to counteract the enemy's design, the admiral, on the 20th of January, sent advice to the British ambassador at Constantinople, that the Toulon fleet had sailed with a considerable number of troops on board, probably intended to make a descent on the Morea, or on Egypt. The same information he likewise transmitted to the commandant of Coron, in the Morea.

Having taken this precaution, he immediately proceeded in quest of the enemy, and on the 29th of January arrived off the Lipari islands. The appearance of such a formidable force excited a considerable commotion, before the colors could be distinguished, on the Sicilian coast, where it was mistaken for the Toulon fleet, which was there reported to have on board ten thousand men, destined for that island. On the 30th his lordship endeavoured to pass through the Strait of Messina, but was prevented by the strong south winds. This he, however, accomplished the following day; and being disappointed in the expectation of meeting with the enemy in those seas, he continued his course without loss of time towards Malta.

Deceived by false intelligence, Lord Nelson now determined to revisit those shores which had a few years before been the theatre of his glory. Panting with the hope of again annihilating the enemies of his country, he steered with his squadron for the bay of Aboukir. Here it was again mistaken for the French fleet; the terrified inhabitants forsook the towns on

the coast, which were found deserted by the crews of the boats that landed to procure refreshments. Such is the indolence of these wretched people, that in the short interval since the British forces evacuated the country, the fortifications both of Alexandria and Aboukir have been so neglected, that they have fallen to ruin.

Finding here no foe to encounter, but strongly prepossessed with the idea that the French fleet was on its way to Egypt, Lord Nelson returned to Sicily with the view to intercept it. Villeneuve had, in the meantime, quietly returned to Toulon. Secure in the distance of his terrific foe, when all his preparations were completed, he proceeded to accomplish the grand plan which had been projected. On the 30th of March he again left Toulon with eleven sail of the line, a frigate, and two corvettes, in which were embarked 10,000 chosen troops, under the command of General Lauriston. He first sailed to Carthagena, where the ships under the Spanish Admiral Salcedo were not in readiness to join him. Fearful of losing time, Villeneuve pursued his course to Cadiz, where he was expected by Admiral Gravina with six Spanish sail of the line, having on board 2280 troops.

On the 9th of April the French fleet appeared off Cadiz. Sir John Orde, who was blockading that port with five sail of the line, was unable to prevent the junction of the Spanish squadron with that of France. Villeneuve was near enough to force him to an action, but his instructions prescribed him a different destination. He immediately sent directions to the French ship of the line *P'Aigle*, which had long lain at Cadiz, to put to sea, and was soon afterwards joined by Ad-

miral Gravina with six sail of the line, and five frigates. Nature seemed to favor this junction ; a strong east wind soon carried the combined fleet out of sight of Cadiz.

On his return from the shores of Egypt, Lord Nelson watched with anxious expectation for the enemy in the Sicilian seas till the middle of April. It was not till then he received the disagreeable intelligence that he had been deceived. His penetrating mind now conjectured that nothing but the British West-Indies could be the object of the enemy, and thither he determined to pursue them. Having arrived at the mouth of the Streights of Gibraltar, he put into Tetuan Bay on the 2d of May, where he took on board water and other necessaries. In the night of the 4th the squadron weighed, and being close under Ceuta, the Spaniards opened a fire on the ships, but none of their shot reached them. They came to an anchor in the bay of Gibraltar on the 5th, and passing, the next day, through the Streights, arrived at Lagos Bay on the 10th. Here the admiral took in some stores from the transports, which were with Sir John Orde off Cadiz, when he first discovered the French fleet, and which had run into the bay for safety. Here too his lordship received positive information that the combined squadrons had proceeded to the West-Indies.

Inspired with fresh ardor, he flew on the wings of the wind in pursuit of the foe, sensible of the mischiefs that must result to his country from the loss of her West-India possessions. May the 3d he weighed from Lagos Bay, and with a fleet of ten sail of the line and three frigates, steered for Madeira, which was seen by the squadron on the 15th. Leaving that island,

the admiral sailed without intermission till the 1st of June, when he spoke two vessels bound for England, who informed him that the combined fleet had passed Barbadoes ten days before, and were then at Martinique. During this pursuit the mind of the gallant admiral incessantly dwelt on the hope of falling in with the enemy. He one day observed, with great glee:—"There is just a Frenchman apiece for each English ship, leaving me out of the question to fight the Spaniards, and when I haul down my colors, I expect every captain of the fleet to do the same, but not till then."

Meanwhile the Rochefort squadron, consisting of five ships of the line, (one of 120 guns) three frigates, two brigs, and a schooner, was pillaging the British colonies in the West-Indies. On the 22d of February Rear-admiral Missiessi appeared off Roseau, in the island of Dominica. Here the landing of the enemy was so obstinately contested by Brigadier-general Prevost, at the head of the small number of troops in the island, that the French were forced to disembark the whole of their force, amounting to 4000 men, before they could gain an inch of ground. The town of Roseau was set on fire, and the English commander withdrew with his brave followers to the strong position of Prince Rupert's, where he made dispositions for a vigorous defence. He was here summoned to surrender by the general of division, Le Grange, but this invitation that brave officer declined. On the 27th, after levying a contribution on Roseau, the enemy re-imbarked, and left the island, in the attack of which they had lost upwards of 300 officers and men. The loss of the British regulars in killed, wounded, and prisoners, was

50.; but no return was received from the militia, who suffered considerably.

The French admiral now proceeded to St. Kitt's, where he arrived on the 5th of March. The squadron stood in for Basseterre, where the frigates only came to an anchor. Major Foster, who commanded at Brimstone Hill, thinking it inconsistent with the safety of the garrison to divide the regulars under his command; and the militia being found too weak to make any opposition, it was agreed that 300 of them should be thrown into that place, if the enemy should effect a landing. This was accordingly done, on the debarkation of 500 French troops at Basseterre, of which the army took possession, demanding the immediate payment of 40,000*l.* sterling, in failure of which they threatened to burn the place. The inhabitants with difficulty raised 18,000*l.* with which sum they embarked, intimating an intention of attacking Brimstone Hill. From their subsequent conduct, however, it appeared to be no part of their plan to attack where opposition might be expected, but to plunder the inhabitants, and to burn and destroy the shipping. Six merchant ships, some of which were of considerable value, were towed from their anchorage at Basseterre, set on fire, and allowed to drift to sea.

The same scenes were repeated at the defenceless island of Montserrat, after which Missiessi proceeded to execute the rest of his instructions. Having landed reinforcements at Guadaloupe, Martinico, and St. Domingo, where the French, under general Ferrand, were in a very critical situation, he stood away for Barbadoes, to watch for a convoy of troops, which, however, fortunately reached that island previous to

his arrival. Disappointed in this object, he set sail for Europe, and on the 31st of May re-entered the port of Rochefort, with the booty he had acquired.

Lord Nelson, as we have seen, was pursuing the combined French and Spanish fleet to the theatre of Missiessi's depredations. On the 4th of June his lordship arrived at Barbadoes. The French fleet, from which the squadron of Admiral Gravina had separated, reached Martinique on the 14th of May, and invested the Diamond Rock; after a brave resistance from Captain Maurice and his little garrison of seamen, they were obliged, on the 27th of May, to surrender. At Martinique the French admiral remained three weeks, taking in water and provisions, without attempting any thing either against the British islands, or the inferior squadrons of Admirals Cochrane and Dacres.

At Barbadoes Lord Nelson received information that the hostile fleet had sailed to attack Trinidad. Two thousand troops, under Lieutenant-general Sir William Myers, commander-in-chief in the Windward and Leeward islands, were immediately embarked; and having been joined by Admiral Cochrane with two ships of the line, Lord Nelson set sail the day after his arrival to the southward. Anticipation already beheld in the Gulf of Paria another Aboukir.

Being now nearly certain of meeting with the enemy who had so long eluded his anxious pursuit, the British admiral shaped his course for Trinidad. On the morning of the 7th of June he came in sight of the island, and discovered that it was under such an alarm, that all the signals from the squadron could not prevent the troops from blowing up Fort Abercromby,

and making their retreat towards the town. This circumstance confirmed him in the opinion that the enemy had arrived and carried the island, but on entering the harbor, the English colors were perceived flying, and he found, to his extreme mortification, that he had been once more deceived.

Nothing was now left but to go to the northward, taking all the islands in their turn. Accordingly, on the 8th, the squadron weighed, and the following day reached Grenada, where his lordship was informed by the Jason frigate that the enemy's fleet had left Martinique the same morning, and had been seen steering in a northern direction. This intelligence inspired him with fresh hopes; after so long a chase he found himself not more than three days' sail behind them, and in case they meditated an attack on Antigua or any other island, he was confident of rendering that design abortive.

The French, however, were far from entertaining any such intention. Villeneuve contented himself with the glory he had already acquired by the occupation of the Diamond Rock and the capture of the Cyane, of 24 guns: and having been again joined by Gravina, he hastened to return to Europe. He had heard of the arrival of Nelson, and fled panic-struck by his name from the regions of the west, as he had once done from his thunders on the shores of Egypt.

The hero of Aboukir proceeded to Antigua, where dispatches from the governor, Lord Lavington, confirmed the intelligence he had already received, namely, that the enemy were gone northward, and had been seen from Antigua very distinctly, four days before. He was now convinced that they were re-

turning to Europe, and therefore landing the troops with all possible dispatch, he hurried away in the hope of overtaking them before they should reach any of their own ports. On the 14th of June he sailed from Antigua, and on the 19th sent off the Decade for England, and the Martin sloop to Gibraltar, with advice that the combined fleet was on its way to Europe. He arrived off Cape St. Vincent on the 17th of July, and on the 20th at Gibraltar, where he obtained a supply of stores and gunpowder. The fresh beef and other provisions for the relief of his brave and unwearied crews, were wholly procured at Tetuan. This equipment of the squadron, together with the arrangements he made with Admiral Collingwood, for preventing the combined fleet from entering Cadiz, were completed in the short space of five days. This business being finished, Lord Nelson again passed through the Streights, and on the 29th of July resumed his station off Cape St. Vincent, just sixty-three days after his departure from it for the West-Indies.

ENGAGEMENT OFF CAPE FINISTERRE.

In consequence of the information sent to Europe by Lord Nelson, relative to the course of the combined fleet, Rear-admiral Stirling, who with five sail of the line was cruising before Rochefort, received orders to join the squadron off Ferrol, under the command of Sir Robert Calder, which then formed a force of fifteen line of battle ships. On the 22d of July, Sir Robert, being between Corunna and Ferrol, about forty-three leagues from Cape Finisterre, fell in

with the combined fleet returning from the West-Indies. The result of the action which ensued is thus stated by the British admiral, in a letter to Admiral Cornwallis, the commander in chief:

“ SIR, *Prince of Wales, July 23.*

“ YESTERDAY at noon, lat. 43 deg. 30 min. N. long. 11 deg. 17 min. W. I was favored with a view of the Combined Squadrons of France and Spain, consisting of twenty sail of the line, also three large ships, armed *en flûte*, of about fifty guns each, with five frigates, and three brigs; the force under my direction at this time consisting of fifteen sail of the line, two frigates, a cutter, and a lugger. I immediately stood towards the enemy, making the needful signals for battle in the closest order; and, on closing with them, I made the signal for attacking their centre. When I had reached their rear, I tacked the squadron in succession; this brought us close up under their lee, and when our head-most ships reached their centre, the enemy were tacking in succession; this obliged me to make again the same manœuvre, by which I brought on an action which lasted upwards of four hours, when I found it necessary to bring to the squadron to cover the two captured ships whose names are in the margin.* I have to observe, the enemy had every advantage of wind and weather during the whole day. The weather had been foggy, at times, great part of the morning; and very soon after we had brought them to action, the fog was so very thick at intervals, that we could with great difficulty see the ship a-head

* St. Rafael, 84 guns, Fermo, 74 guns.

or a-stern of us; this rendered it impossible to take the advantage of the enemy by signals I could have wished to have done; had the weather been more favorable, I am led to believe the victory would have been more complete. I have great pleasure in saying that every ship was conducted in the most masterly style; and I beg leave thus publicly to return every captain, officer, and man, whom I had the honor to command on that day, my most grateful thanks for their conspicuously gallant, and very judicious good conduct. The Hon. Captain Gardner, of the *Hero*, led the van squadron in a most masterly and officer-like manner, to whom I feel myself particularly indebted; as also to Captain Cuning, for his assistance during the action. Inclosed is a list of the killed and wounded on board the different ships. If I may judge from the slaughter on board the captured ships, the enemy must have suffered greatly. They are now in sight to windward; and when I have secured the captured ships, and put the squadron to rights, I shall endeavour to avail myself of any opportunity that may offer, to give you some further account of these combined squadrons.

“R. CALDER.

“*Admiral Cornwallis.*

“*Ships under the orders of Vice-Admiral Sir R. Calder,
Bart. July 22.*

“*Hero, Hon. A. H. Gardner. 1 killed, 4 wounded.
—Ajax, William Brown. 2 killed, 16 wounded.—
Triumph, Henry Inman. 5 killed, 6 wounded.—
Barfleur, George Martin. 3 killed, 7 wounded.—
Agamemnon, John Harvey. 3 wounded.—Windsor*

Castle, Charles Boyles. 10 killed, 35 wounded.—
 Defiance, P. C. Durham. 1 killed, 7 wounded.—
 Prince of Wales, Vice-admiral Sir Robert Calder,
 and Captain W. Cuming. 3 killed, 20 wounded.—
 Repulse, Hon. A. K. Legge. 4 wounded.—Raison-
 able, Josias Rowley. 1 killed, 1 wounded.—Dragon,
 Edward Griffiths. None.—Glory, Rear-admiral Sir
 Charles Stirling, and Captain Samuel Warren. 1 killed
 1 wounded.—Warrior, S. Hood Linzee. None.—
 Thunderer, W. Lechmere. 7 killed, 11 wounded.—
 Malta, Edward Buller. 5 killed, 40 wounded.—
 Frigates.—Egyptienne, Hon. C. E. Fleming. No re-
 turn.—Sirius, W. Prowse. 2 killed, 3 wounded.—
 Frisk cutter, Lieut. J. Nicholson. None.—Nile lug-
 ger, Lieut. G. Fennel. None.—Total—41 killed, 153
 wounded.

(Signed)

“ R. CALDER.”

In addition to this official statement of the British
 admiral, we shall subjoin an account of the engage-
 ment given in a letter from an officer of one of the
 English frigates:—

“ On the 22d of July, about 11 A. M. the Defiance,
 one of the look-out ships, made a signal for a fleet
 N. W. directly to windward of our fleet, and that they
 consisted of ships of the line and frigates, to the num-
 ber of 30. At this time we were to windward of the
 Defiance, and four or five leagues to windward of our
 fleet. About half past 12 P. M. we could plainly
 count from our deck from 25 to 30 sail lying-to.
 The Defiance getting nearly within gun-shot returned
 to our fleet, who were then forming in line of battle.
 About two we were considerably within gun-shot of

the enemy's advanced squadron, when they tacked, and stood to windward of their fleet, then formed in line. We bore up to leeward of their advanced ship, and passed within half gun-shot of their whole line, which was formed in a masterly style, and consisted of 17 sail of the line, and three line of battle ships to windward, for the protection of their rear. They had likewise seven large frigates, two brigs, and a very valuable galleon, which one of their frigates had in tow; the frigates were likewise with the three ships of the line, to windward of their sternmost ship. Our fleet was at this time six miles to leeward, on the starboard tack, under a press of sail; the enemy at the same time under easy sail. A thick fog intervening, prevented the two fleets from seeing each other. Perceiving the galleon in tow by the frigate, and observing that she was the sternmost ship of the enemy's line, we tacked with the intention of endeavoring to cut her off. This sudden manœuvre threw the enemy's frigate into alarm, and she immediately commenced firing signal guns in quick succession, which caused the three line of battle ships stationed to cover their rear to edge down for her protection. Our attempt being thus frustrated, we were compelled to edge down to our fleet. The fog at this time cleared a little, and we perceived that our fleet tacked for the enemy, and that the admiral had given the signal to attack their centre. As we were edging away, we observed that the van of the enemy had likewise wore for the protection of the galleon, and at three quarters past four their leading ships were in a very critical situation. On passing they hoisted Spanish colors, and we received the whole fire of their three leading ships, upwards

of 120 pieces of heavy artillery, discharged in one minute on our frigate, while we could only return twenty. Thus the action commenced: our leading ship, the *Hero*, tacked as soon as the enemy opened their fire on us, and commenced a heavy cannonading on them in return. It continued with unremitting fury for three hours and a half, when we saw, on the clearing of the fog at intervals, the French line to windward, and two ships disabled, although we could not distinguish at the time whether they belonged to the enemy or to us. At half past eight the firing ceased on both sides; the admiral hoisted his distinguishing lights, as did the rest of the squadron, when we could plainly observe our fleet to be in tolerable order, considering the extreme fogginess of the weather; and had apparently suffered but little, although the firing on both sides was extremely heavy. We being just to leeward of the admiral, were ordered into the rear to take possession of the two prizes. About nine the admiral made the signal to bring-to on the starboard tack, which was complied with by the whole line. The two Spanish ships that surrendered had 600 men killed and wounded; their lower masts shot away by the board, so that they were rendered totally unmanageable, and gave us immense trouble in towing them. Had the weather been clear, I have no hesitation in saying they would have been completely defeated; but the fog prevented our ships getting near enough, and the French being to windward, were too wise to come nearer to us."

The *Windsor Castle*, of 98 guns, was the only English ship which sustained any material injury in the action, and considering the nature of the conflict in

which she was engaged, it is matter of surprize that she came off so well. The enemy, haunted with the terrific idea of Lord Nelson, concluded, at first, that it was the squadron under his lordship which they had fallen in with. Under this impression several of the French and Spanish ships at once bore down and attacked the Windsor Castle, which they mistook for the flagship of the noble admiral himself. She received the fire of seven ships before she came up with her opponent, and then engaged two French and two Spanish ships of the line, beside a frigate and a brig, for two hours and a half. The two Frenchmen were driven out of the line, one of the Spaniards dropped astern, and the other struck her colors. Two more French line of battle ships coming up on her quarter to rake the Windsor Castle, the British admiral, in the Prince of Wales, hastened to her relief, and engaged two of her opponents. Had it not been for this timely assistance, the consequences would probably have been very serious, notwithstanding the intrepidity of Captain Boyles, and the brave crew of the Windsor Castle. One of these brave fellows had his right thigh shot off, and was suffering amputation, when he heard that the Spanish ship had struck. He immediately took off his hat, gave three cheers, and exclaimed: "I shall die happy!"

This action, though by no means decisive, was highly honourable to the British squadron, only the van of which could get into action, the rest of the ships being prevented by the fog from coming up with the enemy. The loss of the latter, exclusive of the two captured ships, in which, as we have already seen, the slaughter was very great, amounted by their account to 55 killed, and 112 wounded.

Sir Robert Calder, consulting the safety of his prizes, and the disabled Windsor Castle, did not think it prudent to force the enemy to a second engagement. He had, besides, some reason to apprehend that they would be joined by reinforcements from Rochefort or Ferrol, in which case his situation would have been rather critical. He neither sought nor shunned a renewal of the action, so that the enemy had an opportunity of getting into Vigo. Sir Robert, on this, detached Rear-admiral Stirling to his former station off Rochefort, and proceeded himself with ten sail of the line to resume the blockade of Ferrol.

On the 31st of July Villeneuve again put to sea, with thirteen French and two Spanish line of battle ships, and on the 2nd of August arrived at Corunna. Two Spanish ships, and the French ship Atlas, being bad sailers, were left behind at Vigo, together with the vessels in which the Spanish treasure had been brought from America. From Corunna the French admiral proceeded to Ferrol, which station Sir Robert Calder, who had received no reinforcements, was under the necessity of quitting, and thus formed a junction with the squadron in that port. More than 30 ships of the line, besides frigates, were now assembled in that harbor, and it was presumed that this force was destined to co-operate in the execution of the long-menaced plan of invasion.

From Ferrol to the Texel every thing seemed to indicate some important naval enterprize. Troops were embarked on board the fleet at Brest. At Boulogne upwards of 100,000 infantry were encamped, and in the Texel a squadron under Admiral de Winter was ready to sail, with transports containing 15,000 troops.

The unexpected turn of affairs on the continent, however, totally deranged the favourite plan of Buonaparte, at the very moment when every thing portended its speedy execution.

Lord Nelson having received intelligence of the arrival of Villeneuve and Gravina at Ferrol, proceeded to England in the *Victory*, accompanied by the *Superb*, Captain Keates, after leaving the rest of his squadron with Admiral Cornwallis before Brest; and on the 17th of August arrived at Portsmouth.

In the mean time the combined fleet, having been reinforced at Ferrol by the Spanish squadrons of Admirals Grandellana and Gourdon, sailed again on the 13th of August, to the number of 34 ships of the line, before any British force appeared off the harbor. On the 22d of the same month this formidable fleet arrived at Cadiz, where they had nearly surprised Admiral Collingwood, who lay at the entrance of the road with four sail of the line, and a frigate.

On the 17th of August, Admiral Cornwallis, ignorant of the departure of the enemy, detached Sir Robert Calder from the Channel fleet, with 20 sail, among which were the ships left with him by Lord Nelson, to blockade Ferrol. Scarcely had Sir Robert left Admiral Cornwallis, when the latter received intelligence from the in-shore squadron, on the 21st, that the enemy were projecting some movements. He, therefore, anchored with his whole fleet, in the evening, near the Black Rocks. In the course of the night, he sent a cutter round the fleet, to inform each ship, that he meant to attack the enemy at day-light in the morning, and that he himself, in the *Ville de Paris*, would lead the van into action. Our intrepid

tars were at their quarters all night, most ardently longing to have an opportunity of trying the mettle of the enemy. But when, in the morning, the French fleet got under weigh, instead of bearing down to attack the British squadron, they put about and stood back into Brest harbour.—The gallant veteran immediately made sail after them; and, being nobly supported by Sir Richard Strachan, in the *Cæsar*, Captain Otway, in the *Montague*, &c. succeeded in bringing the sternmost ships of the enemy to action. The fire of the English ships, during the short time it lasted, was tremendous; and, as they had opportunities of raking the flying ships of the enemy, the latter must have suffered considerable damage. They had very nearly succeeded in cutting off some of the sternmost ships of the enemy, one of them carrying a Rear-admiral's flag; but they unfortunately got under cover of their land batteries.

Sir Robert Calder, on his arrival off Ferrol, finding that the enemy had left that port, pursued them to Cadiz. There he was joined by the little squadron under Rear-admiral Collingwood, and the combined fleet was closely blocked up by those officers. Sir Robert being ordered home, Lord Nelson was appointed to the chief command on that station.

Government had received ample proof that the abilities and zeal of his lordship were equal to any contingency. He was therefore entrusted with powers more unlimited than were ever confided to any naval commander. His instructions were, at the same time, the most concise that could possibly be delivered, merely ascertaining his command, which was to extend from Cadiz Bay over the whole of the Mediterranean

Sea; and he was left to act as he pleased in any sudden emergency that might require the exercise of his judgment, as in his recent pursuit of the combined fleet to the shores of Egypt and the West Indies.

Furnished with these powers, his lordship, on the 7th of September, took his final leave of the board of admiralty, and hastened to Portsmouth to proceed to the station assigned him. He went on board his flagship, the *Victory*, and accompanied by the *Ajax* and *Defiance*, of 74 guns, the *Agamemnon* of 64, and *Euryalus* of 38 guns, he quitted the shores of England, which, alas! he was destined never more to behold.

On the 28th of September Lord Nelson joined his fleet before Cadiz, and here he resolved to adopt the same plan which he had followed off Toulon. He neither remained directly off Cadiz, nor within sight of that port. His object was not to induce the enemy by the display of all his force to remain in the harbor, but to tempt them, by every means in his power, to venture out. In pursuance of this design, he never kept all his fleet before Cadiz. This was the manner in which it was stationed—The *Euryalus* frigate was within half a mile of the mouth of the harbor to watch the enemy's movements, and give him the earliest intelligence. Off the harbor, but at a greater distance, he had about seven or eight sail of the line. He remained himself off Cape St. Mary with the remainder of his fleet, and a line of frigates extended and communicated between him and the seven or eight sail off Cadiz. The advantage of this plan was, that he could receive supplies and reinforcements off Cape St. Mary, without the enemy's being

informed of it, and thus they remained constantly ignorant of the real force under his command.

Not long after his arrival, the British admiral received such information as led him to believe that the enemy would soon put to sea. He therefore arranged a plan for engaging them, which he communicated to the officers under his command in the following

“ MEMORANDUM.

“ *Victory, off Cadiz, Oct. 10, 1805.*

“ Thinking it almost impossible to bring a fleet of forty sail of the line into battle, in variable winds, thick weather, and other circumstances which must occur, without such a loss of time that the opportunity would probably be lost of bringing the enemy to battle in such a manner as to make the business decisive, I have therefore made up my mind to keep the fleet in that position of sailing, (with the exception of the first and second in command), that the order of sailing is to be the order of the battle; placing the fleet in two lines, of sixteen ships each, with an advanced squadron of eight of the fastest sailing two-decked ships, which will always make, if wanted, a line of twenty-four sail, on whichever line the commander in chief may direct. The second in command will, after my intentions are made known to him, have the entire direction of his line, to make the attack upon the enemy, and to follow up the blow until they are captured or destroyed. If the enemy's fleet is seen to windward, in line of battle, and that the two lines and advanced squadron could fetch them, they will probably be so extended, that their van could not

succour their rear. I should therefore probably make the second in command's signal, to lead through about the twelfth ship from their rear, (or wherever he could fetch, if not able to get so far advanced); my line would lead through about their centre, and the advanced squadron, two, three, or four ships a-head of their centre, so as to ensure getting at their commander-in-chief, whom every effort must be made to capture.—The whole impression of the British fleet must be to over-power from two to three ships a head of their commander-in-chief (supposed to be in their centre) to the rear of their fleet. I will suppose twenty sail of the line to be untouched, it must be some time before they could perform a manœuvre to bring their force compact to attack any part of the British fleet, or succour their own ships, which, indeed, would be impossible without mixing with the ships engaged. The enemy's fleet is supposed to consist of forty-six sail of the line, British forty, if either is less, only a proportion of the enemy to be cut off; British to be one-fourth superior to the enemy cut off. Something must be left to chance; nothing is sure in a sea-fight beyond all others! Shots will carry away masts and yards of friends as well as foes; but I look with confidence to a victory before the van of the enemy could succour their rear, and then that the British fleet would be ready to receive the twenty sail of the line, or to pursue them, should they endeavor to make off. If the van of the enemy tacks, the captured ships must run to leeward of the British fleet. If the enemy wear, the British fleet must place themselves between the enemy and the captured and disabled British ships; and, should the enemy close, I

have no fear as to the result. The second in command will, in all possible things, direct the movements of his line, by keeping them as compact as the nature of circumstances will admit. Captains are to look to their particular line as their rallying point; but in case signals cannot be seen, or clearly understood, *no captain can do very wrong if he places his ship alongside that of an enemy.*

British Divisions	{	Advanced squadron ..	8
		Weather line	16
		Lee line	16
Enemy			46

The divisions of the British fleet will be brought nearly within gun-shot of the enemy's centre; the signal will most probably be made for the lee-line to bear up together, to set sails, even their steering sails in order to get as quickly as possible to the enemy's line, and to cut through, beginning at the twelfth ship of the enemy's rear. Some ships may not get through their expected place, but they will always be at hand to assist their friends. If any are thrown in the rear of the enemy, they will complete the business of twelve sail of the enemy. Should the enemy wear together, or bear up, and sail large, still the twelve ships composing, in the first position, the enemy's rear, are to be the object of attack of the lee-line, unless otherwise directed by the commander-in-chief, which is scarcely to be expected, as the entire management of the lee-line (after the intentions of the commander-in-chief are signified) is intended to be left to the admiral commanding that line. The remainder of the

enemy's fleet, thirty-five sail of the line, are to be left to the management of the commander-in-chief, who will endeavour to take care that the movements of the second in command are as little interrupted as possible.

“ NELSON AND BRONTE.”

The Board of Admiralty deserved every praise for the active and vigorous exertions they had made to place the force under his lordship in the best possible state. The combined fleet in Cadiz had engaged their particular attention, and three or four additional sail of the line were sent out to him from England. Of this reinforcement the enemy, from his lordship's judicious method of stationing his fleet, remained perfectly ignorant.

The commanders of the combined fleet had received orders to put to sea the first opportunity that should be afforded them, either if the British fleet should be weakened by detachments, or compelled by stress of weather to quit the blockade of Cadiz. Their object is supposed to have been, to collect in their passage the squadron at Carthage, and to proceed to Toulon, where, being joined by the vessels in that port, they would have formed a fleet of between 40 and 50 sail, with which it was their design to prevent, if possible, the sailing of any expedition with British troops from Malta, or with Russian troops from Corfu. The course they were steering and the account given in Vice-admiral Collingwood's subsequent dispatches, justify this presumption.

BATTLE OF TRAFALGAR.

Admiral Louis had been detached on the 19th of October by Lord Nelson, with seven sail of the line, to Tetuan Bay, for provisions and other necessaries. The enemy were informed of this circumstance, and conceiving that the British fleet was reduced to about twenty sail of the line, they resolved to seize an opportunity so favorable for executing the peremptory commands they had received. On the 20th, Admiral Villeneuve and four other admirals, with 33 sail of the line, 7 frigates, and 8 corvettes, got under weigh, and on the 21st fell in with his lordship, with 26 ships of the line, a few leagues from Cape Trafalgar.

The following particulars, extracted from the Gibraltar Chronicle, elucidate so completely the views, motives, and dispositions of the commander-in-chief of the combined fleet, and are of themselves so extremely interesting, that their omission would be an injustice to the reader.

“ It appears from every account that has been received from the Spanish officers who have been taken prisoners, that Admiral Villeneuve certainly sailed from Cadiz with the determination of giving battle to the English fleet. There is, however, the strongest reason to believe, that this measure was contrary both to the views and instructions of Buonaparte, whose intentions were, that the combined fleets should proceed from Cadiz to Toulou, forming a junction with the Carthagenia squadron in their way, that he might, by these means, have the greatest part of the Spanish navy in a French port, and immediately in his power,

in case any reverse of fortune might tempt the Spanish government to seize a favorable opportunity to throw off the galling yoke he has imposed upon it. But Villeneuve seems to have been impelled by motives of personal resentment and wounded honor to act in opposition to the wishes of his master. He had been deeply stung by a severe remark in the *Moniteur*, upon what the conduct of the French fleet would be if commanded by a man of abilities: the Spaniards had also openly upbraided him with not supporting them in the action off Cape Finisterre. Buonaparte, he likewise knew, had publicly spoken of him in the most sarcastic manner; and, to complete his misfortunes, he had received private intelligence that Admiral Rosilly was ordered from Paris to supersede him in the command of the combined fleets at Cadiz.— Under such circumstances he naturally felt that even a defeat could add but little to his disgrace; while, on the contrary, a victory over a British fleet, commanded by the first hero of the age, would wipe off every stain on his conduct, and cover him with immortal honor. Thus situated, he resolved to put to sea before Admiral Rosilly could arrive, in spite of every remonstrance from Admiral Gravina and the other Spanish officers of rank, who vainly attempted to dissuade him from his design of giving battle to the British fleet, which they saw would be attended with the most disastrous consequences. Villeneuve, however, was immovable; and the intelligence he had received of Admiral Louis and six sail of the line being then absent from the fleet, induced him to believe that Lord Nelson had only twenty-one sail of the line along with him, as he was ignorant of the reinforce-

ment which had arrived from England, owing to the great distance at which the British fleet kept from Cadiz. On this supposition, Villeneuve's original disposition of his fleet is generally allowed to have been extremely judicious.—Twenty-one of his ships were to be drawn up in the usual line of battle, to receive the first attack of the British fleet, while twelve of his select ships, forming a body of reserve to windward, were to bear down and double upon the British line, after the action had commenced, and thus to place it between two fires. Every other precaution was also taken that was thought most likely to insure success. Ten thousand of their choicest troops were distributed through the fleet; the French ships were furnished with every species of fire-balls and combustibles to throw on board the English ships, in hopes of being able either to burn them, or to produce such confusion as might greatly facilitate their design of boarding, where an opportunity offered. The French admiral, however, on seeing our fleet so much stronger than he expected, abandoned his original plan, and formed the whole of his ships into one line, firmly awaiting the attack."

A statement of the relative strength of the hostile fleets is subjoined. The references to each ship correspond with those on the annexed engraving, which represents the situation of the two fleets at the moment of commencing the action.

BRITISH FLEET.

VAN.

Ships	Guns	Commanders
A Victory	110	} Admiral Lord Nelson. } Captain T. M. Hardy
B Temeraire	98	
C Neptune	98	—— T. F. Fremantle
D Britannia	100	} Rear-Ad. Earl of Northesk } Captain C. Bullen.
E Leviathan.	74	
F Conqueror	74	—— I. Fellow.
G Agamemnon	64	—— Sir E. Berry.
H Ajax	74	—— *J. Pilfold.
I Orion	74	—— C. Codrington.
K Minotaur.....	74	—— C. J. M. Mansfield.
L Spartiate.....	74	—— Sir F. Laforey,
X Defiance	74	—— P. C. Durham.
Z Prince	98	—— R. Grindall
AA Dreadnought ..	98	—— J. Conn
BB Africa	64	Captain H. Digby.

REAR.

Ships.	Guns	Commanders
M Royal Sovereign..	100	} Vice-Admiral Collingwood. } Captain E. Rotheram
N Belleisle	74	
O Colossus	74	—— J. N. Morris.

* Senior lieutenants commanding in the place of Captains Brown and Lechmere, called home to give evidence on the inquiry into the conduct of Sir R. Calder.

Ships	Guns	Commanders
P Mars	74	—— G. Duff
Q Tonnant	80	—— C. Tyler
R Bellerophon	74	—— J. Cooke
S Achille.....	74	—— R. King
T Polyphemus	64	—— R. Redmill
U Revenge	74	—— H. R. Moorsom
V Swiftsure	74	—— W. G. Rutherford
W Defence	74	—— Geo. Hope
Y Thunderer	74	—— *J. Stockham
a Euryalus	36	—— Hon. H. Blackwood
b Sirius	36	—— W. Prowse
c Phœbe	36	—— Hon. T. B. Capel
d Naiad	36	—— T. Dundas
e Pickle	10	Lieut. J. R. Lapentiere
f Entreprenante	10	—— J. Puyer

THE
COMBINED FRENCH AND SPANISH FLEETS.

SPANISH SHIPS.

Ships	Guns	Commanders
10 Sant. Trinidad	136	{ Rear-Admiral Don Baltaser { Cisneros, Brigadier Don F. { Uriarte
29 Principe d'Asturias	112	{ Admiral Don F. Gravina { Capt. Don Antonia Escano
26 Argonauta	80	—— Don Antonio Perejo
1 Neptuno.....	84	—— Brig Don C. Veldez
17 Santa Anna	112	{ Vice-Admiral Don Ignatio { D'Aliva, Capt. Don Joseph { de Gardoqui

Ships	Guns	Commanders
6 Rayo	100	Brig. Don Hen. M'Donel
32 Montanez.....	74	Capt. Don F. Alcedo
19 Monarca	74	— Don T. Arguñosa
23 St. J. Nepomuceno	74	— Brig. Don C. Churruga
8 San Fran. de Assisi	74	— Don Louis de Flores
30 Bahama	74	— Brig. Don A. D. Galiano
11 San Justo	74	— Don Miguel Gaston
15 San Leandro	64	— Don Jos. de Quevedo
3 San Augustino ..	74	— Brig. Don F. X. Cagigal
33 San Ildefonso....	74	— Don Jos. de Vargas
Flora	44	
Mercurio	24	

FRENCH SHIPS.

Ships	Guns	Commanders
12 Le Bucentaure ..	80	Admiral Villeneuve
		Captain Prigny
		— Majendie
4 Le Formidable ..	80	Rear-Admiral Dumanoin
		Captain M. Letellier
25 L'Algeziras	74	Rear-Admiral Magon
		Captain Bruard
16 L'Indomptable ..	84	— Hubert
13 Le Neptune	84	— Maistral
20 Le Pluton	74	— Cosmas
5 Le Mont. Blanc ..	74	— le Villegries
28 Le Swiftsure	74	— Villemadrin
2 Le Scipion	74	— Berenger
24 Le Berwick	74	— Camas
21 L'Intrepide	74	— Infonet

	Ships	Guns	Commanders
M ^o Doncl	31 L'Aigle	74	Captain Courrege
edo	9 L'Heros	74	—— Poulain
umosa	18 Le Fougueux.....	74	—— Beaudouin
Churruca	7 LeDu GuayTrouin	74	—— Touffet
de Flores	22 L'Argonaute	74	—— Epron
D.Galiano	14 Le Redoubtable..	74	—— Lucas
l Gaston	27 L'Achille.....	74	—— de Nieuport
Quevedo	40 L'Hermione	40	
X.Cagigal	37 L'Hortumne	40	
e Vargas	39 La Cornelic	40	
	36 La Thamise	40	
	34 Le Rhin	40	
	35 L'Argus	16	
	38 Le Ferrete	18	
	L'Observateur ..	18	

The heroic Nelson now saw within his reach the enemy of whom he had been so long in pursuit. When he found that he had placed them in such a situation that they could not avoid an engagement, he displayed the utmost animation, and his usual confidence of victory; he said to Captain Hardy, and the other officers who surrounded him on the quarter-deck, "Now they cannot escape us; I think we shall at least make sure of twenty of them—I shall probably lose a leg, but that will be purchasing a victory cheaply."

About twelve at noon the action began, and the last signal before it commenced was a private signal by telegraph, a signal too emphatic ever to be forgotten—"England expects every man to do his duty." While the Victory was going into action, his lordship

walked the deck very quickly, and exclaimed: "This is the happiest day of my life—and it is a happy day too for Burnham Thorpe, (the place of his nativity) for it is the day of their fair." He then went over the different decks, saw and conversed with the seamen, encouraged them with his usual affability, and was much pleased with the manner in which they had barricaded the hawse-holes of the ship. All was perfect death-like silence, till just before the action began. Three cheers were given his lordship as he ascended the quarter-deck ladder. He had been particular in recommending cool steady firing in preference to a hurrying fire, without aim or precision, and the event justified his lordship's advice, as the masts of his opponents came tumbling down on their decks, and over their sides, within half an hour after the battle began to rage in its full fury.

It was Lord Nelson's intention to have broken through the enemy's line between the tenth and eleventh ship's from their van; but finding the enemy's line in that part so close that there was not room to pass, he ordered the Victory to be run on board the ship that opposed him. The Temeraire, which seconded the Victory, likewise ran on board of the next ship in the enemy's line, so that these four ships were for a considerable time engaged, as it were, in one mass, and so close, that the flash of almost every gun fired from the Victory set fire to the Redoubtable, to which ship she was at that time opposed; while the British seamen with the greatest coolness were, at intervals, employed in the midst of a tremendous fire in throwing buckets of water to extinguish the flames on board of

the enemy's ship, lest by spreading they might involve both in destruction.

The ship of the French commander-in-chief was what Lord Nelson had determined first to engage, if he could have distinguished her; but singular as it may appear, no person on board could discover the French admiral's flag flying during the whole of the day, though the Victory was for some time within pistol-shot of her, and saluted her so warmly as to render her incapable of taking any farther share in the engagement.

Lord Nelson, upon this, shot a-head to the Spanish admiral's ship, the superb Santissima Trinidada. With this same Santissima Trinidada he had already gained the highest honor in grappling, during the action off Cape St. Vincent, on the 14th of February, 1797. She was the largest ship in the world, carried 136 guns, and had four decks. The hero ordered the Victory to be carried alongside his old acquaintance, as he called her, and to be lashed to this tremendous opponent. The conflict was horrible; the enemy were engaged at the muzzle of their guns. A dreadful carnage was made in their ships, which were full of men. The Santissima Trinidada had on board 1600, including a corps of troops, among whom were some sharpshooters.

The conflict had continued with great obstinacy for two hours, and the riflemen placed in the tops of the the enemy's ships were doing great execution. Captain Adair, of the marines, fell pierced with several balls; Mr. Pasco, the first lieutenant of the Victory, received a wound, and out of 110 marines stationed on the poop and quarter-deck, upwards of 80 were

killed and wounded. His Lordship, having in the morning put on the stars of his different orders, the badges of honor he had gained in many a hard-fought battle, his secretary and chaplain entreated him, previous to the engagement, to take them off, fearing, but too justly, that his dress might expose him. "No," replied the hero, "in honor I gained them; in honor I will die in them." Captain Hardy observing from the manner in which the sharpshooters fired, that it was their object to single out the officers, repeatedly requested Lord Nelson to change his coat, or to put on a great-coat over it. The undaunted admiral answered, he had not time, and too soon were Captain Hardy's apprehensions verified. A shot from the main-top of the Redoubtable, as it is supposed, carried away part of the epaulet, and penetrating the star, entered his left breast, and took a direction through the vital parts—he fell, and was immediately carried below. The surgeons were busily employed upon the wounded—his lordship desired, as on a former occasion, to take his turn. As soon as the surgeon examined the wound, he saw it was mortal. The gallant hero had his eyes fixed attentively upon him—he saw the surgeon turn pale, and his countenance assume the deepest impression of grief—"It is mortal, I see," said he. The surgeon did not, or could not speak. He directed Captain Hardy to be called. He spoke no more of his wound, except when he first communicated to the captain the surgeon's conviction. He employed the short time he lived in dictating orders relative to the battle, in receiving reports, in enquiring what was the condition of the enemy, and what ships had struck. He lived about an hour, during which

of Lord Viscount Nelson

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time he remained perfectly collected, and displayed the same heroic magnanimity in the arms of death that had marked his conduct in every action of his glorious life. To the last moment he was able to give directions with the utmost clearness and precision.

Like General Wolfe breathing out his life on the heights of Abraham, he enquired, "whether the enemy gave way." Being told by Captain Hardy that he was certain twelve of the enemy's ships had surrendered, but that probably more had struck, his lordship said: "What, only twelve! there should have been, at least, fifteen or sixteen by my calculation. However," added he, after a short pause, "twelve are pretty well." As life ebbed fast away, the number augmented. He was told that fifteen had struck; he seemed enraptured with the intelligence. He was soon afterwards roused by another cheer from the crew of the *Victory*, and was informed that nineteen sail of the enemy had submitted. "Nineteen!" exclaimed the expiring hero: "I could wish to have lived a little longer too. But," added he, "the will of God be done." He laid his head upon the shoulder of Captain Hardy, who remained with him to the last, and in a few moments his gallant soul escaped for ever!

Just before his dissolution he spoke in raptures of the event of the day, and sent his last instructions and his regards to Admiral Collingwood, desiring, "that he would make his affectionate farewell to all his brother seamen throughout the fleet!"

It was known on board the *Trinidad* that the British admiral had been wounded, and the moment he fell there was a general shout on board the Spanish ship. Short however was the exultation of her crew,

who were soon obliged to strike to the irresistible prowess of the British tars. After this conquest the Victory subdued a third ship, which closed the engagement with her.

Admiral Collingwood with his division of the British fleet, was meanwhile closely engaged with the rear of the enemy. The Royal Sovereign, indeed, was in action twenty minutes before any other ship. Her opponent was the Santa Anna, of 112 guns, bearing the flag of Vice-admiral Don Ignatio d'Aliva. During the conflict the Royal Sovereign had the misfortune to be dismasted, on which the Euryalus, Captain Blackwood was sent to her assistance. Such was the spirit of the men in this situation, that they hailed her with: "My little ship, heave our head round, that our broadside may bear, and we shall soon be at the sally-port." The Euryalus then hove her head round, and she gave the Santa Anna a broadside that crushed her side in.

The Santa Anna soon afterwards struck to the Tonant of 84, and was taken possession of by a lieutenant, an officer of marines, and sixty marines and seamen. The dreadful hurricane which succeeded the battle, drove the Santa Anna towards the shore, and there was every reason to suppose, as her starboard side was beaten in, that she would go down. The British seamen being insufficient to manage this large ship, the commanding officer, as is usual in captured vessels, required some of the prisoners to assist. The storm still continued in all its fury, and these men, instead of aiding in the preservation of the ship, rose upon the English, and being joined by the rest of the crew, made them prisoners of war, and carried the ship into

Cadiz. These miscreants, however, who after being beaten in fair fighting, struck their colors, and accepted quarter when another broadside would have sent them to the bottom, and yet behaved in this dishonorable manner, were not Spaniards, but Frenchmen, by whom the ship was entirely manned. When the weather moderated, the Spanish commandant of Cadiz, with that honor by which his nation has often been distinguished, sent off the British seamen and marines in a cartel to the Sirius.

Both the French and the Spaniards fought desperately; the former seemed desirous of clearing themselves from the imputation thrown upon them by the latter, after the action with Sir Robert Calder, of having wished to make the Spaniards bear the brunt of the battle. Admiral Gravina is said to have declared, that he had been thrust forward in that action, but that he would this time make the French take an equal share; they did so, and both fought bravely.—Many of our ships had two or more on them at a time. The *Temeraire* was boarded by two ships at once; the enemy poured upon the quarter-deck in great numbers, rushed to the flag-staff, and tore down the colors. Our gallant tars were in the highest degree enraged; they immediately turned-to—cleared the deck of every one of the enemy; most were killed, the rest were forced overboard; the colors were hoisted amidst loud huzzas, and the two ships which boarded her, were forced in their turn to strike their colors. It is worthy of remark, and perhaps a similar instance never occurred in the history of naval combats, that after the gallant crew of the *Temeraire* had carried the two

ships opposed to her, they turned the enemy's guns to good account during the remainder of the action.

Captain Freemantle, in the *Neptune*, of 98 guns, had two Spanish ships of the same force to contend with, and in consequence of the calm which prevailed, brought both his broadsides to bear so effectually on his opponents as to carry away all their masts ; and though he himself lost comparatively but few men, the slaughter on board the Spaniards when they struck was truly dreadful.

The *Dreadnought*, Captain Conn, having dismasted her antagonist in the most gallant style, passed on to the *Prince of Asturias*, bearing the flag of the Spanish commander in chief. She made from the *Dreadnought* with all sail, but not until she had been raked with three tremendous and well-directed broadsides.

The *Leviathan*, Captain Bayntun, after passing through the enemy's line, dismasted her opponent, raked the *Santissima Trinidad*, and passed on to the *St. Augustine*, one of seven who appeared to be coming to surround her. She was silenced in a quarter of an hour, and the gallant crew of the *Leviathan* making her fast with a hawser, towed her into the fleet with the English jack flying. Her fire now ceased for a short time, but only to be renewed with fresh animation. The French ship *L'Intrepide* had, by distant firing, cut the sails and rigging of the *Leviathan*, but three more British ships coming up, after a noble resistance, she was compelled to surrender. While this was doing, a circumstance occurred which serves to shew with what enthusiasm British seamen are animated when fighting for the glory of their country. A shot took off the arm of Thomas Main, when at his

gun on the forecastle; his messmates kindly offered to assist him in going to the surgeon, but he bluntly said, "I thank you, stay where you are, you will do more good there;" he then went down by himself to the cockpit. The surgeon, who respected him, would willingly have attended him, in preference to others whose wounds were less alarming; but Main would not admit of it, saying, "Avast, not until it comes to my turn, if you please." The surgeon soon after amputated the shattered part of the arm, near the shoulder, during which, with great composure, smiling, and with a steady clear voice, he sang the whole of Rule Britannia. The cheerfulness of this tough son of Neptune was of infinite use in keeping up the spirits of his wounded shipmates; but we are sorry to add that this fine fellow died in Gibraltar hospital of a fever, when his arm was nearly well.

In the Earl of Northesk, the commander in chief found a worthy second, and a gallant emulator of his great example. The Britannia (Old Ironsides, as our brave sailors call her) certainly did no discredit to the name she bears; she broke through the enemy's line, astern of their fourteenth ship, pouring in on each side a most tremendous and destructive fire, and spreading havoc and dismay wherever she went. In a few minutes, she totally dismantled a French eighty-gun ship, from which a white handkerchief was waved in token of submission. Leaving her to be picked up by some of our frigates, the Britannia passed on to others of the enemy, and continued engaging frequently on both sides, and with two or three at a time, with very little intermission, for upwards of four hours.

The old Bellerophon came in as usual for her full share in the glorious transactions of the day. Her commander, Captain Cooke, fell while nobly performing his duty, about fifty minutes after opening his fire. He had carried the Bellerophon on board of the French ship L'Aigle, in which situation she remained upwards of an hour, her fore-yard locked with her opponent's main. At the same time she had the Monarca, a Spanish 74, close on her weather-bow, and two others of the enemy's ships were occasionally annoying her on each quarter till they were taken up by the Colossus and Achille. In this perilous position nothing could surpass the gallantry and determined resolution of every individual. Three times was the Bellerophon set on fire during the action, by combustibles thrown in at the ports, but it was always extinguished before it did any mischief.

While the Tonnant, Captain Tyler, was engaged with the French ship Algeziras, which was at length compelled to strike, D. Fitzpatrick, a seaman of the Tonnant, actually went from the main chains to the bowsprit of the enemy, and tore away the jack, but as he was bearing off the prize in triumph, he was shot and fell between the two ships.

The Belleisle was totally dismasted within one hour after the commencement of the action. Notwithstanding the misfortune, her brave commander, Captain Hargood, by the dexterous use of his sweeps, brought his broadside to bear upon his two opponents, so as to maintain an effective fire upon them during the remainder of the engagement. The battle lasted four hours, and a dead calm prevailing the whole of the day, every shot told and did some execution; but

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four of the British ships were so becalmed, that they were unable to share the glory of the conflict, which with their co-operation, would probably have proved still more decisive.

On the surrender of the Bucentaure, an officer and one hundred men were sent to take possession of her. They conducted themselves with that moderation and forbearance to a vanquished enemy which is characteristic of Britons. The violent storm, which so soon followed the engagement, prevented the removal of the prisoners, and drove the Bucentaure towards Cadiz, when the Frenchmen, from their superior numbers, were easily enabled to regain possession of the ship, and carry her into the harbor, where, however, she was stranded; and completely wrecked. The crew, and the party of Englishmen, were taken off the wreck by the boats of one of the French frigates in the harbor, and carried on board the vessel. The infamous and cowardly crew of the frigate, when they saw some of the gallant conquerors of their admiral and his fleet completely in their power, unarmed, exhausted with fatigue and shipwreck, and incapable of resistance—in this situation did these dastardly Frenchmen, in revenge for the defeat they had sustained; assault and treat with the utmost cruelty, and with every species of insult and inhumanity, many of the unfortunate and defenceless English prisoners whom the fury of the elements, and not the fate of battle, had thus subjected to their power.

Upwards of one hundred of our gallant seamen perished during the gale of wind after the action, in their generous efforts to save the prisoners out of the different prizes. Among the numerous and singular exer-

tions that were made upon this occasion by all the ships of the fleet, the conduct of Captain Malcolm, and the crew of the *Donnegal*, who, at the imminent hazard of being totally lost, rescued hundreds of the enemy from a watery grave, is particularly worthy of notice.—During the violence of the gale, when that ship was riding at anchor near the *Berwick*, then in possession of the English, some of the French prisoners on board the prize, in a fit of madness or desperation, cut the cables of the *Berwick*, in consequence of which, she immediately drove towards the dangerous shoals of *St. Lucar*, then to leeward, where there was hardly a chance of a man being saved. In this situation Captain Malcolm, without hesitation, ordered the cables of the *Donnegal* to be instantly cut, and stood after the *Berwick*, to which he dispatched his boats, with orders first to save all the wounded Frenchmen, before they brought off any of the English, which order was most punctually complied with; the English were next removed; but, before the boats could return, the *Berwick* struck upon the shoals, and every soul on board perished, to the number of 300. The wounded Frenchmen, who were thus saved, were supplied with the cots and bedding which had been prepared for our sick and wounded; and, after being treated with every kindness and mark of attention, they were sent into *Cadiz*, by a flag of truce, with all the cots and bedding in which they had been placed, that they might suffer as little pain or inconvenience as possible in their removal. Another trait of generosity in two seamen of this ship deserves to be recorded. On the 26th of October, whilst the *Donnegal* was at anchor off *Cadiz*, in a violent gale of wind, one of the Spanish prisoners

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fell overboard. Though the sea was running so high that they had not ventured to hoist out a boat for twelve hours before, two seamen belonging to the Donnegal immediately jumped overboard after him, in hopes of saving his life, to the admiration of the Spaniards, who were lost in astonishment at so daring an act. The poor man, however, sunk and was drowned, just as one of the English seamen had nearly got hold of him; a boat was immediately lowered; and fortunately the two gallant fellows arrived safe on board again.

Soon after the action, the Santissima Trinidad was sunk, and the Achille, a French 74, blew up. The Pickle schooner used uncommon exertion in picking up the men, and succeeded in getting safe on board 160 of her crew, who were put below, and offered every accommodation. The gratitude of the Frenchmen, however, by no means kept pace with the humanity of our brave tars; very few of them seemed grateful for their lives, or acknowledged the kindness and attention, shewn to them. Scarcely were they left by themselves, before they began to concert measures for capturing the schooner; but being overheard by an officer, he fastened down the hatches, and by that means preserved the ship.

Many of the officers and seamen, who were in this tremendous conflict, have stated, that they were astonished to see such a large fleet destroyed in so short a time. The masts and rigging fell over the sides of the enemy's ships with such rapidity, that it appeared more the effect of machinery than any thing that could have been produced by the force of a cannonade in an engagement.

The hero of Aboukir, sunk to rest on the bosom of Victory, which crowned the last achievement of his life with a glory that even eclipsed the lustre of all his former exploits. Nineteen sail of the line were the prize of this dear-bought conquest. Among the prisoners was Villeneuve himself, who at first was almost frantic with grief and despair. He considered his defeat as a dream, and could scarcely persuade himself that he was a prisoner, and that his fine fleet had, in the short space of four hours, been consigned to total destruction.

As every particular of this glorious conflict cannot fail to prove interesting to the reader, the following account of it by an intelligent officer of the Bellerophon, shall be introduced before he is presented with the official details. Having given a brief statement of the preceding operations of the combined fleet, the writer thus proceeds:—

“ As we knew the enemy, who were now reinforced by five sail of the line, in Cadiz, had positive orders to put to sea, and retrieve their character after the action with Sir R. Calder, we were in momentary expectation of their coming out, and every ship that was perceived coming from the in-shore squadron, was expected to convey the welcome intelligence. Every one was in the highest spirits, and so confident were our people of success, that, on the very morning of the action, when we were bearing down on a superior fleet, they were employed in fixing the number of their prizes, and pitching upon that which should fall to the lot of each of our ships; ours, by the calculation of the old sailors on board, was to have been the Santissima Trinidad, the Spanish four-decker; and, I dare

say, we were far from being the only ship in the fleet that had fixed upon her. We were not long kept in that state of anxiety and suspense, which, you will naturally suppose every one in our situation must have felt; for, about nine o'clock in the morning of the 19th October, the Mars was observed firing guns, and making signals for the enemy's fleet being under weigh. The admiral immediately made signal for a general chase and to clear for action, which was obeyed with the greatest alacrity, and in ten minutes the whole fleet was under all sail, steering for the Streights, which was supposed to be the enemy's destination, for the purpose of forming a junction with the Carthagea and Toulon squadrons. The Bellerophon, Belleisle, Leviathan, Orion, and Polyphemus, soon shewed their superiority of sailing, and got far a-head of the rest of the fleet; at day-light, in the morning, we were in sight of the Rock of Gibraltar, but, on a frigate's making signal for the enemy's fleet bearing N. E. wore, and again formed the order of sailing; the day was unfavorable, and weather squally, so that we did not get sight of the enemy, though our small vessels formed a chain betwixt them and us. In the following night, we got so close to them, as to perceive plainly their signals, and every one was in the most anxious state of suspense, till day-light, the next morning, (21st), when the enemy was plainly discerned about seven miles to leeward of us, and about five leagues from Cape Trafalgar—Every advantage was on their side; they had thirty-three sail of the line, whilst we had only twenty-seven; they were full of seamen and troops, and had a friendly port under their lee: whilst we had to beat off shore after the action, and might certainly have

expected some of our disabled ships would have drifted on shore, but nothing was an obstacle to the hero of Aboukir, and he immediately made signal to bear down on the enemy in two columns, himself in the *Victory* leading the starboard division, Admiral Collingwood, in the *Royal Sovereign*, the larboard one, in which the *Bellerophon* was the fifth ship; no signal was ever obeyed with more promptitude: one would have thought that the people were preparing for a festival, rather than a combat, and no dissatisfaction was expressed, except at the state of the weather, which was calm, and prevented our nearing the enemy till ten o'clock, when a light breeze springing up, we came up with them fast. They were, in the mean time, employed in forming a close and well-imagined, though, till now, unexampled order of battle; but which, had their plan of defence been as well executed as it was contrived, would have rendered our victory much more dearly bought than it has been; they were formed in a double line, thus:—

1	2	3			
	4	5	6		

French and Spaniards alternately, and it was their intention on our breaking the line (which manœuvre they expected we should as usual put in execution) astern of No. 4, for No. 2, to make sail, that the British ship in hauling up should fall on board of her, while No. 5, should bear up and rake her, and No. 1, would bring her broadside to bear, on her starboard bow. Luckily, this manœuvre only succeeded with the *Tomant* and *Bellerophon*, which were among the ships that suffered most. A few moments before the action commenced, Lord Nelson conveyed the follow-

ing sentence by telegraph, to the fleet—"England expects every man will do his duty:" the loud and repeated cheering with which this was received, was a convincing proof that such an injunction was needless.

"At noon precisely the action commenced, by the Fougex and Monarca opening fire on the Royal Sovereign. Now follows an extract from our log—'12 10, Royal Sovereign opened fire on the enemy's centre—12 13, answered 16 general—12 20, Royal Sovereign, at the head of the larboard division, broke the enemy's line astern of a Spanish three-decker, and engaged her to leeward, being followed by the Mars, Belleisle, and Tonnant, who engaged their respective opponents—12 25, opened our fire on the enemy—12 28, Victory, at the starboard division opened her fire on the enemy—12 30, engaging both sides, in passing through the enemy's line, astern of a Spanish two-decker, (El Monarca)—12 45, fell foul of by the French two-deck ship, L'Aigle, whilst hauling to the wind, our fore-yard locking with her main one, kept up a brisk fire both on her, on our starboard bow, and a Spanish two-decker, (El Monarca,) on the larboard bow, at the same time receiving and returning fire with a Spanish two-decker (Bahama) on the larboard quarter, and receiving the fire of a Spanish two-decker (St. Juan Nepomuceno), athwart our stern, and a French two-decker (La Swiftsure) on the starboard quarter. The action soon after became general. At one, the main and mizen top-masts fell over the starboard side; main-top-sail, and top-gallant-sail caught fire--1 5, the master, and 1 11, the captain fell; still foul of L'Aigle—and keeping up

a brisk fire from the main and lower decks; quarter-deck, poop, and fore-castle, being nearly cleared by the enemy's musketry, chiefly from troops on board L'Aigle—1 10, the jib-boom was shot away—1 40, L'Aigle dropt astern, under a raking fire from us, as she fell off; our ship at this time quite unmanageable from braces, bowlines, &c. shot away.—1 44, L'Aigle was engaged by the Defiance—2 5, she struck. On the smoke clearing up, observed several of the enemy's ships had struck. Fired several shots at El Monarca, our first opponent, when she struck.—3, sent an officer and party of men to take possession of her.—3 6, the ship being ungovernable, and in danger of falling on board of Tonnant, Temeraire, and prizes, made 3 18, to Sirius, out boats and sent them a-head to tow, towed and swept the ship clear of them, received prisoners from our prizes—4 5, answered 101—4 10, opened our fire on five French ships, making off to windward, the sternmost of which was cut off, and struck to the Minotaur—5 7, the firing ceased, thirteen sail of the enemy's ships making off to leeward, four of their line to windward—5 20, answered 99 general—5 30, took possession of El Bahama, Spanish 74—sunset, one of the prizes sunk, another blew up.' Thus far our log, but it will not be amiss to mention, that whilst engaged with the five ships in this situation, L'Aigle twice attempted to board us, and hove several grenades into our lower deck, which burst, and wounded several of our people most dreadfully; she likewise set fire to our fore chains; our fire was so hot, that we soon drove them from the lower deck; after which, our people took the coils out, and elevated their guns so as to tear her decks and sides to pieces; when she

got clear of us, she did not return a single shot, whilst we raked her; her starboard quarter was entirely beaten in, and, as we afterwards learned, 400 *hors de combat*, so that she was an easy conquest for the *Defiance*, a fresh ship; we were well matched, she being the best manned in the combined, and we in the British fleet. Unfortunately situated as we were, I have no doubt she would have struck, had we been able to follow and engage her for a quarter of an hour longer; but had we been fairly alongside of her, half an hour would have decided the contest, for I must say, I was astonished at the coolness and undaunted bravery displayed by our gallant and veteran crew, when surrounded by five of the enemy's ships, and, for a length of time, unassisted by any of ours. Our loss, as might be expected, was considerable, and fell chiefly on our private seamen, who were foremost in distinguishing themselves; 28, including the captain, master, and a midshipman were killed outright; and 127 wounded, including the captain of marines, who had eight balls in his body, and his right arm shot off, before he quitted the deck. The boatswain, and five midshipmen were badly wounded, and about 40 more slightly, so as not to be incapable of duty; 19 of the wounded had already died before we left Gibraltar. I consider myself as very fortunate in having escaped unhurt, as our class suffered so severely. Our second lieutenant, myself, and eight men, formed the party that took possession of the *Monarca*; we remained till the morning without farther assistance, or we should most probably have saved her, though she had suffered much more than ourselves; we kept possession of her, however, for four days, in the most dreadful weather,

when, having rolled away all her masts, and being in danger of immediately sinking, or running on shore, we were fortunately saved by the Leviathan, with all but about 150 prisoners, who were afraid of getting into the boats.

“I can assure you I felt not the least fear of death during the action, which I attribute to the general confidence of victory which I saw all around me ; but in the prize, when I was in danger of, and had time to reflect upon the approach of death, either from the rising of the Spaniards upon so small a number as we were composed of, or, what latterly appeared inevitable, from the violence of the storm, I was most certainly afraid; and, at one time, when the ship made three feet water in ten minutes, when our people were almost all lying drunk upon deck, when the Spaniards, completely worn with fatigue, would no longer work at the only chain-pump left serviceable, when I saw the fear of immediate death so strongly depicted in the countenances of all around me, I wrapped myself up in a union jack, and lay down upon deck for a short time, quietly awaiting the approach of death. But the love of life soon after again roused me, and, after great exertions on the part of the British and Spanish officers, who had joined together for the mutual preservation of their lives, we got the ship before the wind, determined to run her on shore; this was at midnight; but, at day-light in the morning, the weather being more moderate, and having again gained upon the water, we hauled our wind, perceiving a three-decker (El Rayo) dismasted but with Spanish colors up, close to leeward of us. The Leviathan, the first British ship we had seen for the last thirty

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hours, seeing this, bore down, and firing a shot a head of us, the *Rayo* struck without returning a gun."

It would be doing injustice to the brave corps of royal marines, who suffered exceedingly in the engagement, not to state that they, one and all, fell like heroes, animating each other to the latest moments of their lives, and imitating, as closely as possible, the transcendent qualities of their great and good Chief. To such a pitch of heroism were they inspired, that they absolutely gloried in following him; and although the honest, unchangeable loyalty of this useful corps has, from its first establishment in the year 1684, ever evinced itself under every difficulty and in every contest, yet never did the royal marines do more or better service than upon that day, so glorious to England and to her navy. Both officers and men died blessing their sovereign, and exulting in the defeat of their inveterate foe.

To record all the individual instances of heroism and enthusiasm displayed on the glorious 21st of October, would be impossible. Every man in the British fleet proved himself a hero, and each behaved as if the issue of the contest depended on his particular exertions. Of that contempt of pain which is justly considered a feature in the character of an English sailor, the following instances are related.—A young man of the *Victory*, named Price, was carried into the cockpit with his leg cut off up to the knee. He was an heroic youth, only seventeen. The surgeons could not attend him on the moment: he drew out a knife, and cut off a piece of flesh and the splinter of a bone with great composure.—“I can stay,” said he, “let

me *doctor* myself."—When the surgeon attended him, it was found necessary to amputate, above the knee. He submitted to the operation without a groan. "It is nothing at all," said he, "I thought it had been ten times worse. I wish my poor Lord was alive; he would have given me a sword for this; that would have got me a recommendation to the Admiralty, and they would have made me a lieutenant." This boy was afterwards seen hopping about the streets of Portsmouth, and all his anxiety was lest he should not be well enough to attend the funeral of his beloved commander.

The following anecdote is given on the authority of Mr. Chivers, surgeon of the *Tonnant*.—A man who was working one of the quarter-deck guns was shot through the great toe. He looked at his toe, then at his gun, and then at his toe again; at length he took out his pocket-knife, and gave it to his comrade. "Jack," said he, "cut that bit of skin through for me."—"No, man," says the other, go down to the doctor."—"Damn it, I am ashamed of going down to him for this trifle---just whip it off for me, it's only a bit of skin." At this moment, the caronade near him accidentally took a cant from a roll of the ship, and crushed the whole of that part of his foot, when he was reluctantly compelled to leave the deck.

A heavy shower of the enemy's musketry swept the quarter-deck of the *Royal Sovereign*, when she had seven ships upon her, so that Captain Rotheram was at one time left standing almost alone, among the dead, dying, and wounded who strewed the deck.—

Captain Rotheram had on his gold-laced cocked hat, (rather a remarkable one) and gold epaulets. He was asked why he exposed himself so much to the enemy's sharp-shooters in that conspicuous dress. With the same spirit that animated the bosom of his heroic chief, he replied, "I have always fought in a cocked hat, and I always will."

Among the persons saved from the explosion of the ill-fated Achille was a woman, whose husband was on board, and who likewise had the good fortune to escape. The subjoined interesting account was taken from her own mouth by one of the officers of the Revenge, whose humanity had contributed to save her :---

"During the action she was stationed below, handing up powder. After the ship was dismasted, and had struck, she came upon deck. About this time the ship took fire; her rigging lying across her, it soon became impossible to extinguish the flames, and all the people who were able to swim began to quit her. The woman then went down to the lower deck, while the fire was raging above, and staid there until the guns began to fall through the main deck; she then got out of the gun-room port on the back of the rudder, and undressed, but would not trust herself to the water till the melted lead from the tafferil ran down, and burnt her head, legs, shoulders, and several parts of her body. Then, committing herself to Providence, she jumped into the sea, and was about half an hour, as near as she could guess, without any thing to support her; she then, fortunately, got hold of a piece of cork, which she found floating. Soon after a man, who was swimming near her, brought her a small piece of plank, which she got under her breast: this

was the only support she had; and, after being an hour and a half in the water, she was taken up by one of the Belleisle's boats, the officer of which, with that humanity and attention to the weaker sex, which we hope, will always characterize every British seaman, immediately pulled off his coat, and some other part of his clothes, to cover her. She was soon after put on board the Pickle schooner, whence she was sent on board the Revenge the next morning. On board the Pickle she found her husband, who had also escaped, and who was brought to the Revenge with her. They were landed at Algeziras, on our arrival at Gibraltar, after she had been fitted out by us in a dress as suitable to her sex, as the conversion of dressing-gowns, &c. would admit of. She was young, handsome, and very intelligent. She is a native of French Flanders---her name Jeannette."

In an engagement of such long continuance and with the system of sharp-shooting practised by the enemy it cannot be matter of wonder that so many officers should have fallen on board the British fleet. Indeed when those circumstances are taken into consideration we shall rather be surprised that the number of those of distinguished rank killed and wounded in the action was so small. The gallant Cooke and Duff died nearly at the same moment as their illustrious commander.

The details of this glorious encounter, and the operations of the British fleet subsequent to it, are thus officially given by the successor of the heroic Nelson, Admiral, (now Lord) Collingwood.

Euryalus, off Cape Trafalgar,

Oct. 22, 1805.

" SIR,

" The ever-to-be-lamented death of Vice-Admiral Lord Viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty, that on the 19th instant it was communicated to the Commander-in-chief, from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea; as they sailed with light winds westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Streights' entrance, with the British squadron, consisting of twenty-seven ships, three of them sixty-fours, where his Lordship was informed by Captain Blackwood (whose vigilance in watching, and giving notice of the enemy's movements, has been highly meritorious), that they had not yet passed the Streights. -

" On Monday, the 21st instant, at day-light, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered six or seven miles to the eastward, the wind about west, and very light, the commander-in-chief immediately made the signal for the fleet to bear up in two columns, as they are formed in order of sailing, a mode of attack his Lordship had previously directed, to avoid the inconvenience and delay, in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French, and fifteen Spanish) commanded in chief by Admiral Villeneuve; the Spaniards,

under the direction of Gravina, wore, with their heads to the northward, and formed their line of battle with great closeness and correctness, but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent, convexing to leeward, so that in leading down to their centre, I had both their van and rear abaft the beam; before the fire opened, every alternate ship was about a cable's length to windward of her second a-head and a-stern, forming a kind of double line, and appeared, when on their beam, to leave a very little interval between them, and this without crowding their ships. Admiral Villeneuve was in the centre, and the Prince of Asturias bore Gravina's flag in the Rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadron.

“As the mode of our attack had been previously determined on, and communicated to the flag-officers and captains, few signals were necessary, and none were made, except to direct close order as the lines bore down.

“The Commander-in-chief, in the Victory, led the weather column, and the Royal Sovereign, which bore my flag, the lee.

“The action began at twelve o'clock, by the leading ships of the columns breaking through the enemy's line, the Commander-in-chief about the tenth ship from the van, the second in command about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through in all parts, astern of their leaders, and engaging the enemy at the muzzles of their guns: the conflict was severe; the enemy's ships were fought with a gallantry

highly honorable to their officers, but the attack on them was irresistible; and it pleased the Almighty Disposer of all events, to grant his Majesty's arms a complete and glorious victory: about three P. M. many of the enemy's ships having struck their colors, their line gave way; Admiral Gravina, with ten ships, joining their frigates to leeward, stood towards Cadiz. The five headmost ships of their van tacked, and standing to the southward, to windward of the British line, were engaged, and the sternmost of them taken; the others went off, leaving to his Majesty's squadron nineteen ships of the line (of which two are first rates, the Santissima Trinidad and the Santa Anna), with three flag-officers, viz. Admiral Villeneuve (the commander-in-chief), Don Ignatio Maria d'Aliva, Vice-Admiral, and the Spanish Rear-Admiral, Don Baltazar Hidalgo Cisneros.

“After such a victory, it may appear unnecessary to enter into encomiums on the particular parts taken by the several commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same; when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

“The Achille (a French 74) after having surrendered, by some mismanagement of the Frenchmen, took fire, and blew up; two hundred of her men were saved by the tenders.

“A circumstance occurred during the action, which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that

I cannot resist the pleasure I have in making it known to their Lordships; the *Temeraire* was boarded by accident, or design, by a French ship on one side; and a Spaniard on the other; the contest was vigorous, but, in the end, the combined ensigns were torn from the poop, and the British hoisted in their places.

“Such a battle could not be fought without sustaining a great loss of men. I have not only to lament, in common with the British navy, and the British nation, in the fall of the Commander-in-chief, the loss of a hero, whose name will be immortal, and his memory ever dear to his country: but my heart is rent with the most poignant grief for the death of a friend, to whom, by many years’ intimacy, and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men, I was bound by the strongest ties of affection; a grief to which even the glorious occasion in which he fell, does not bring the consolation which perhaps it ought; his lordship received a musket-ball in his left breast, about the middle of the action, and sent an officer to me immediately with his last farewell and soon after expired.

“I have also to lament the loss of those excellent officers, Captains Duff of the *Mars*, and Cooke of the *Bellerophon*; I have yet heard of none others.

“I fear the numbers that have fallen will be found very great when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

“The *Royal Sovereign* having lost her masts, except the tottering foremast, I called the *Euryalus* to me, while the action continued, which ship lying within

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hail, made my signals, a service Captain Blackwood performed with great attention. After the action, I shifted my flag to her, that I might more easily communicate my orders, and collect the ships, and towed the Royal Sovereign out to seaward. The whole fleet were now in a very perilous situation, many dismasted, all shattered, in thirteen fathom water, off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot; but the same good Providence which aided us through such a day, preserved us in the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until these gales are over.

“ Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their Lordships on a victory, which, I hope, will add a ray to the glory of his Majesty’s crown, and be attended with public benefit to our country.

“ I am, &c.

“ C. COLLINGWOOD.

“ *William Marsden, Esq.*

“ *The order in which the Ships of the British Squadron attacked the Combined Fleets on the 21st of October, 1805.*

VAN.
 Victory
 Temeraire
 Neptune

REAR.
 Royal Sovereign
 Mars
 Belleisle

Conqueror	Tonnant
Leviathan	Bellerophon
Ajax	Colossus
Orion	Achille
Agamemnon	Polyphemus
Minotaur	Revenge
Spartiate	Swiftsure
Britannia	Defence
Africa	Thunderer
Euryalus	Defiance
Sirius	Prince
Phœbe	Dreadnought
Naiad	
Pickle Schooner	
Entrepreneante Cutter	

“ C. COLLINGWOOD.”

“ GENERAL ORDER.

“ *Euryalus*, Oct. 22, 1805.

“ The ever-to-be-lamented death of Lord Viscount Nelson, Duke of Bronte, the commander-in-chief, who fell in the action of the 21st, in the arms of victory, covered with glory, whose memory will be ever dear to the British navy and the British nation, whose zeal for the honor of his king, and for the interests of his country, will be ever held up as a shining example for a British seaman, leaves to me a duty to return my thanks to the Right Honorable Rear-Admiral, the Captains, Officers, Seamen, and detachments of Royal Marines, serving on board the squadron now under my command, for their conduct on that day; but

where can I find language to express my sentiments of the valor and skill which were displayed by the officers, the seamen, and marines, in the battle with the enemy, where every individual appeared an hero, on whom the glory of his country depended; the attack was irresistible, and the issue of it adds to the page of our naval annals a brilliant instance of what Britons can do, when their king and their country need their service.

“To the Right Honorable Rear-Admiral the Earl of Northesk, to the Captains, Officers, and Seamen, and to the Officers, Non-commissioned Officers, and Privates of the Royal Marines, I beg to give my sincere and hearty thanks for their highly meritorious conduct, both in the action, and in their zeal and activity in bringing the captured ships out from the perilous situation in which they were, after their surrender, among the shoals of Trafalgar, in boisterous weather.

“And I desire that the respective captains will be pleased to communicate to the Officers, Seamen, and Royal Marines, this public testimony of my high approbation of their conduct, and my thanks for it.

“C. COLLINGWOOD.”

“To the Right Honorable Rear-Admiral the Earl of Northesk, and the respective Captains and Commanders.”

“GENERAL ORDER.

“THE Almighty God, whose arm is strength, having of his great mercy been pleased to crown the exertions of his Majesty's fleet with success, in giving

them a complete victory over their enemies, on the 21st of this month; and that all praise and thanksgiving may be offered up to the throne of Grace for the great benefits to our country, and to mankind,

“ I have thought proper that a day should be appointed of general humiliation before God, and thanksgiving for this his merciful goodness, imploring forgiveness of sins, a continuation of his Divine mercy, and his constant aid to us, in the defence of our country's liberties and laws, without which the utmost efforts of man are nought, and direct therefore that
 be appointed for this purpose.

“ Given on-board the Euryalus, off Cape Trafalgar,
 22nd October, 1805.

“ C. COLLINGWOOD.

“ *To the respective Captains and
 Commanders.*

“ N. B. The fleet having been dispersed by a gale of wind, no day as yet has been able to be appointed for this holy purpose.

“ *Euryalus, off Cadiz, Oct 24, 1805.*

“ SIR,

“ IN my letter of the 22d, I detailed to you, for the information of my lords commissioners of the admiralty, the proceedings of his Majesty's squadron on the day of action, and that preceding it, since which I have had a continued series of misfortunes; but they are of a kind that human prudence could not possibly provide against, or my skill prevent.

“On the 22d, in the morning, a strong southerly wind blew, with squally weather, which, however, did not prevent the activity of the officers and seamen of such ships as were manageable from getting hold of many of the prizes (thirteen or fourteen) and towing them off to the westward, when I ordered them to rendezvous round the Royal Sovereign, in tow by the Neptune; but, on the 23d, the gale increased, and the sea ran so high, that many of them broke the tow-rope and drifted far to leeward before they were got hold of again, and some of them, taking advantage in the dark, and boisterous night got before the wind, and have perhaps drifted upon the shore, and sunk: on the afternoon of that day, the remnant of the combined fleet ten sail of ships, who had not been much engaged, stood up to leeward of my shattered and straggled charge, as if meaning to attack them, which obliged me to collect a force out of the least injured ships, and formed to leeward for their defence; all this retarded the progress of the hulks, and the bad weather continuing, determined me to destroy all the leewardmost that could be cleared of the men, considering, that keeping possession of the ships was of little consequence, compared with the chance of their falling again into the hands of the enemy; but this was an arduous task in the high sea which was running. I hope, however, it has been accomplished to a considerable extent; I intrusted it to skilful officers, who would spare no pains to execute what was possible. The captains of the Prince and Neptune cleared the Trinidad, and sunk her. Captains Hope, Baynton, and Malcolm, who joined the fleet this moment from Gibraltar, had the charge of destroying four others. The Redoubta-

ble sunk astern of the Swiftsure, while in tow. The Santa Anna, I have no doubt, has sunk, as her side was almost entirely beaten in ; and such is the shattered condition of the whole of them, that unless the weather moderates, I doubt whether I shall be able to carry a ship of them into port. I hope their Lordships will approve of what I (having only in consideration the destruction of the enemy's fleet) have thought a measure of absolute necessity.

“ I have taken Admiral Villeneuve into this ship ; Vice-admiral Don Aliva is dead. Whenever the temper of the weather will permit, and I can spare a frigate, (for there were only four in the action with the fleet, Euryalus, Sirius, Phœbe, and Naiad ; the Melpomene joined the 22d, and the Eurydice and Scout the 23d) I shall collect the other flag-officers, and send them to England, with their flags, if they do not all go to the bottom, to be laid at his Majesty's feet.

“ There were four thousand troops embarked, under the command of General Contamin, who was taken with Admiral Villeneuve in the Bucentaure.

“ I am, Sir, &c.

“ C. COLLINGWOOD.”

“ W. Marsden, Esq.”

“ Euryalus, off Cadix, Oct. 28.

“ SIR,

“ Since my letter to you of the 24th, stating the proceedings of his Majesty's squadron, our situation has been the most critical, and our employment the most arduous that ever a fleet was engaged in. On the 24th and 25th, it blew a most violent gale of wind,

which completely dispersed the ships, and drove the captured hulls in all directions. I have since been employed in collecting and destroying them, where they are at anchor upon the coast between Cadiz and six leagues westward of San Lúcar, without the prospect of saving one to bring into port. I mentioned in my former letter the joining of the *Donnegal* and *Melpomene* after the action; I cannot sufficiently praise the activity of their commanders, in giving assistance to the squadron in destroying the enemy's ships. The *Defiance*, after having stuck to the *Aigle*, as long as possible, in hopes of saving her from wreck, which separated her for some time from the squadron, was obliged to abandon her to her fate, and she went on shore. Captain Durham's exertions have been very great. I hope I shall get them all destroyed by tomorrow, if the weather keeps moderate. In the gale the *Royal Sovereign* and *Mars* lost their fore-masts, and are now rigging anew, where the body of the squadron is at anchor to the N. W. of San Lúcar. I find that on the return of *Gravina* to Cadiz, he was immediately ordered to sea again, and came out, which made it necessary for me to form a line, to cover the disabled hulls; that night it rained hard, and his ship the *Prince of Asturias*, was dismasted, and returned into port; the *Rayo* was also dismasted, and fell into our hands; Don Enrigue M. Douel had his broad pendant in the *Rayo*, and from him I find the *Santa Anna* was driven near Cadiz, and towed in by a frigate.

"I am, Sir, &c.

(Signed) "C. COLLINGWOOD."
 "W. Marsden, Esq."

*“ His Majesty’s Ship Queen, off Cape
Trafalgar, Nov. 4, 1805.*

“ SIR,

“ On the 23th ultimo I informed you of the proceedings of the squadron to that time. The weather continued very bad, the wind blowing from the S. W. the squadron not in a situation of safety, and seeing little prospect of getting the captured ships off the land, and great risk of some of them getting into port, I determined no longer to delay the destroying them, and to get the squadron out of the deep bay.

“ The extraordinary exertion of Captain Capel, however, saved the French *Swiftsure*; and his ship, the *Phœbe*, together with the *Donegal*, Captain Malcolm, afterwards brought out the *Bahama*. Indeed, nothing can exceed the perseverance of all the officers employed in this service. Captain Hope rigged, and succeeded in bringing out the *Ildefonso*; all of which will, I hope, have arrived safe at Gibraltar. For the rest, Sir, I enclose you a list of all the enemy’s fleet, which were in the action, and how they are disposed of, which, I believe, is perfectly correct.

“ I informed you, in my letter of the 28th, that the remnant of the enemy’s fleet came out a second time, to endeavor, in the bad weather, to cut off some of the hulks, when the *Rayo* was dismasted, and fell into our hands; she afterwards parted her cable, went on shore, and was wrecked. The *Indomptable* one of the same squadron, was also driven on shore, wrecked, and her crew perished.

“ The *Santa Anna* and *Algeziras* being driven near the shore of Cadiz, got such assistance, as has enabled

them to get in; but the ruin of their fleet is as complete as could be expected, under the circumstances of fighting them close to their own shore. Had the battle been in the ocean, still fewer would have escaped. Twenty sail of the line are taken or destroyed; and of those which got in, not more than three are in a repairable state for a length of time.

“Rear-Admiral Louis, in the *Canopus*, who had been detached with the *Queen*, *Spencer*, and *Tigre*, to complete the water, &c. of these ships, and to see the convoy in safety a certain distance up the Mediterranean, joined me on the 30th.

“In clearing the captured ships of prisoners, I found so many wounded men, that to alleviate human misery as much as was in my power, I sent to the Marquis de Solana, Governor-General of Andalusia, to offer him the wounded to the care of their country, on receipts being given; a proposal which was received with the greatest thankfulness, not only by the governor, but the whole country resounds with expressions of gratitude. Two French frigates were sent out to receive them, with a proper officer to give receipts, bringing with them, all the English who had been wrecked in several of the ships, and an offer from the Marquis de Solana of the use of their hospitals for our wounded, pledging the honor of Spain for their being carefully attended.

“I have ordered most of the Spanish prisoners to be released; the officers on parole, the men for receipts given, and a condition that they do not serve in war, by sea or land, until exchanged.

“By my correspondence with the Marquis, I found that Vice-admiral Don Aliva was not dead but dange-

rously wounded; and I wrote to him a letter, claiming him as a prisoner of war; a copy of which I enclose, together with a statement of the flag-officers of the combined fleet.

“ I am, &c.

“ C. COLLINGWOOD.”

A List of the Combined Fleets of France and Spain in the Action of 21st October, 1805, off Cape Trafalgar, shewing how they are disposed of.

1. Spanish ship San Ildefonso, of 74 guns, Brigadier Don Joseph de Vargas, sent to Gibraltar.
2. Spanish ship San Juan Nepomuceno, of 74 guns, Brigadier Don Cosme Churruca, sent to Gibraltar.
3. Spanish ship Bahama, of 74 guns, Brigadier Don A. D. Galiano, sent to Gibraltar.
4. French ship Swiftsure, of 74 guns, Monsieur Villemadrin, sent to Gibraltar.
5. Spanish ship Monarca, of 74 guns, Don Teodoro Argumosa, wrecked off San Lucar.
6. French ship Fougex, of 74 guns, Monsieur Beaudouin, wrecked off Trafalgar, all perished, and thirty of the Temeraire's men.
7. French ship Indomptable, of 84 guns, Monsieur Hubert, wrecked off Rota, all perished.
8. French ship Bucentaure, of 80 guns, Admiral Villeneuve, commander in chief; Captains Prigny and Majendie, wrecked on the Porques, some of the crew saved.
9. Spanish ship San Francisco de Asis, of 74 guns, Don Louis de Flores, wrecked near Rota.
10. Spanish ship El Rayo, of 100 guns, Brigadier Don Henrique Macdonel, wrecked near San Lucar.

11. Spanish ship *Neptuno*, of 84 guns, Brigadier Don Cayetano Valdes, wrecked between Rota and Cadiz.

12. French ship *Argonaute*, of 74 guns, Monsieur Epron, on shore in the port of Cadiz.

13. French ship *Berwick*, of 74 guns, Monsieur Camas, wrecked to the northward of San Lucar.

14. French ship *Aigle*, of 74 guns, Monsieur Courge, wrecked near Rota.

15. French ship *Achille*, of 74 guns, Monsieur de Nieuport, burnt during the action.

16. French ship *Intrepide*, of 74 guns, Monsieur Infornet, burnt by the *Britannia*.

17. Spanish ship *San Augustin*, of 74 guns, Brigadier Don Felipe X. Cagigal, burnt by the *Léviathan*.

18. Spanish ship *Santissima Trinidade*, of 140 guns, Rear-Admiral Don Baltazar H. Cisneros, Brigadier Don F. Uriarte, sunk by the *Prince*, *Neptune*, &c.

19. French ship *Redoubtable*, of 74 guns, Monsieur Lucas, sunk astern of the *Swiftsure*: *Temeraire* lost thirteen, and *Swiftsure* five men.

20. Spanish ship *Argonauta*, of 80 guns, Don Antonio Parejo, sunk by the *Ajax*.

21. Spanish ship *Santa Anna*, of 112 guns, Vice-Admiral Don Ignatio D'Aliva, Captain Don Joseph de Gardoqui, taken, but got into Cadiz in the gale, dismasted.

22. French ship *Algeziras*, of 74 guns, Rear-Admiral Magon (killed) Captain Monsieur Bruard, taken, but got into Cadiz in the gale, dismasted.

23. French ship *Pluton*, of 74 guns, Monsieur Cosmao, returned to Cadiz in a sinking state

24. Spanish ship *San Juste*, of 74 guns, Don Miguel Gaston, returned to Cadiz, has a foremast only.

25. Spanish ship *San Leandro*, of 64 guns, Don Joseph de Quevedo, returned to Cadiz dismasted.

26. French ship *Neptune*, of 84 guns, Monsieur Maistral, returned to Cadiz, and perfect.

27. French ship *Heros*, of 74 guns, Monsieur Poulain, returned to Cadiz, lower masts in, and Admiral Rossilie's flag on board.

28. Spanish ship *Principe D'Asturias*, of 112 guns, Admiral Don F. Grayina, Don Antonio Escano, &c. returned to Cadiz, dismasted.

29. Spanish ship *Montanez*, of 74 guns, Don Francisco Alcedo, returned to Cadiz.

30. French ship *Formidable*, of 80 guns, Rear-Admiral Dumanoir, hauled to the southward, and escaped.

31. French ship *Mont Blanc*, of 74 guns, Monsieur le Villegries, hauled to the southward, and escaped.

32. French ship *Scipion*, of 74 guns, Monsieur Berenger, hauled to the southward, and escaped.

33. French ship *Duguay Trouin*, of 74 guns, Monsieur Touffet, hauled to the southward and escaped.*

ABSTRACT.

At Gibraltar.....	4
Destroyed.....	16
In Cadiz, wrecks.....	6 } 9
In Cadiz, serviceable.....	3 }
Escaped to the southward.....	4

Total 33

* The four last mentioned ships were captured by Sir Richard Strachan on the 4th of November.

A List of the Names and Rank of the Flag Officers of the Combined Fleets of France and Spain, in the Action of the 21st of October 1805.

Admiral Villeneuve, Commander in Chief; Bucen-
taure—Taken.

Admiral Don Frederico Gravina; Principe D'As-
turias—Escaped, in Cadiz, wounded in the arm.

Vice-Admiral Don Ignatio Maria D'Aliva; Santa
Anna—Wounded severely in the head, taken, but was
driven into Cadiz in the Santa Anna.

Rear Admiral Don Baltazar Hidalgo Cisneros;
Santissima Trinidad—Taken.

Rear-Admiral Magon; Algeziras—Killed.

Rear-Admiral Dumanoir; Formidable—Escaped.

“Euryalus, off Cadiz, October 27, 1805.

“MY LORD MARQUIS,

“A great number of Spanish subjects having been wounded in the late action between the British and the combined fleets of Spain and France, on the 21st instant, humanity, and my desire to alleviate the sufferings of these wounded men, dictate to me to offer to your Excellency their enlargement, that they may be taken proper care of in the hospitals on shore, provided your Excellency will send boats to convey them, with a proper officer to give receipts for the number, and acknowledge them in your Excellency's answer to this letter, to be prisoners of war, to be exchanged before they serve again.

"I beg to assure your Excellency of my high consideration, and that I am, &c.

"C. COLLINGWOOD.

"To his Excellency the Marquis de
 "Solana, Captain-General of An-
 "dalusia, Governor, &c. Cadiz."

Conditions on which the Spanish wounded Prisoners were released, and sent on Shore to the Hospital.

I Guillaume Valverde, having been authorized and empowered by the Marquis de Solana, Governor-General of Andalusia and of Cadiz, to receive from the English squadron the wounded prisoners, and such persons as may be necessary to their care, which release, and enlargement, of the wounded, &c. is agreed to on the part of the Commander in Chief of the British squadron, on the positive condition, that none of the said prisoners shall be employed again, in any public service of the Crown of Spain, either by sea or land, until they are regularly exchanged.

Signed on board his Britannic Majesty's ship Euryalus, at sea, 30th October, 1805.

GUIL. DE VALVERDE,
 EDECAN DES. E.

"Euryalus, off Cadiz, October 30, 1805.

"SIR,

"It is with great pleasure that I have heard the wound you received in the action is in a hopeful way of recovery, and that your country may still have the benefit of your future service.

“ But, Sir, you surrendered yourself to me, and it was in consideration only of the state of your wound, that you were not removed into my ship, I could not disturb the repose of a man supposed to be in his last moments; but your sword, the emblem of your service, was delivered to me by your captain, and I expect that you consider yourself a prisoner of war, until you shall be regularly exchanged by cartel.

“ I have the honor to be, &c.

“ C. COLLINGWOOD.”

“ *To Vice-Admiral Don Ignatio.*

“ *Maria D’Aliva, sent under*

“ *cover to Admiral Gravina.*”

An Abstract of the Killed and Wounded on board the respective Ships composing the British Squadron under the Command of the Right Honorable Vice-Admiral Lord Viscount Nelson in the Action of the 21st of October, 1805, off Cape Trafalgar, with the Combined Fleets of France and Spain.

Victory—4 officers, 3 petty officers, 32 seamen, and 13 marines, killed; 4 officers, 3 petty officers, 59 seamen, and 9 marines wounded.—Total 132.

Royal Sovereign—3 officers, 2 petty officers, 29 seamen, and 13 marines, killed; 3 officers, 5 petty officers, 70 seamen, and 16 marines, wounded.—Total, 141.

Britannia—1 officer, 8 seamen, and 1 marine, killed; 1 officer, 1 petty officer, 33 seamen, and 7 marines, wounded.—Total 52.

Temeraire—3 officers, 1 petty officer, 35 seamen, and 8 marines, killed; 3 officers, 2 petty officers, 59 seamen, and 12 marines, wounded.—Total 123.

Prince—None.

Neptune—10 seamen, killed; 1 petty officer, 30 seamen, and 3 marines, wounded—Total, 44.

Dreadnought—6 seamen, and 1 marine, killed; 1 officer, 2 petty officers, 19 seamen, and 4 marines, wounded—Total, 33.

Tonnant—1 petty officer, 16 seamen, and 9 marines, killed; 2 officers, 2 petty officers, 30 seamen, and 16 marines, wounded—Total, 76.

Mars—1 officer, 3 petty officers, 17 seamen, and 8 marines, killed; 4 officers, 5 petty officers, 44 seamen, and 16 marines, wounded—Total, 98.

Bellerophon—2 officers, 1 petty officer, 20 seamen, and 4 marines, killed; 2 officers, 4 petty officers, 97 seamen, and 20 marines, wounded—Total, 150.

Minotaur—3 seamen, killed; 1 officer, 1 petty officer, 17 seamen, and 3 marines wounded—Total, 25.

Revenge—2 petty officers, 13 seamen, and 8 marines, killed; 4 officers, 38 seamen, and 9 marines, wounded—Total 79.

Conqueror—2 officers, 1 seaman, killed; 2 officers, 7 seamen, wounded—Total, 12.

Leviathan—2 seamen and 2 marines, killed; 1 petty officer, 17 seamen, and 4 marines, wounded—Total, 26.

Ajax—2 seamen, killed; 9 seamen wounded—Total, 11.

Orion—1 seaman, killed; 2 petty officers, 17 seamen, and 4 marines, wounded—Total, 24.

Agamemnon—2 seamen, killed; 7 seamen, wounded—Total, 9.

Spartiate—3 seamen, killed; 1 officer, 2 petty officers, 16 seamen, and 1 marine, wounded—Total, 23.

Africa---12 seamen, and 6 marines, killed; officers, 5 petty officers, 30 seamen, and 7 marines, wounded---Total, 62.

Belleisle---2 officers, 1 petty officer, 22 seamen, and 8 marines, killed; 3 officers, 3 petty officers, 68 seamen, and 19 marines wounded---Total, 126.

Colossus---1 officer, 31 seamen, and 8 marines, killed; 5 officers, 9 petty officers, 115 seamen, and 31 marines, wounded---Total, 200.

Achille---1 petty officer, 6 seamen, and 6 marines, killed; 4 officers, 4 petty officers, 37 seamen and 14 marines, wounded---Total, 72.

Polyphemus---2 seamen, killed; 4 seamen, wounded---Total, 6.

Swiftsure---7 seamen, and 2 marines, killed; 1 petty officer, 6 seamen, and 1 marine, wounded---Total, 17.

Defence---4 seamen, and 3 marines, killed; 23 seamen, and 6 marines, wounded---Total, 36.

Thunderer---2 seamen, and 2 marines, killed; 2 petty officers, 9 seamen, and 1 marine wounded---Total, 16.

Defiance---2 officers, 1 petty officer, 8 seamen, and 6 marines, killed; 1 officer, 4 petty officers, 39 seamen, and 9 marines, wounded---Total, 70.

Total---21 officers, 16 petty officers, 299 seamen, and 113 marines, killed; 43 officers, 59 petty officers, 900 seamen, and 212 marines, wounded---Total, 1663.

“ C. COLLINGWOOD.

Return of the Names of the Officers and Petty Officers, killed and wounded, on board the Ships of the British Squadron in the Action with the Combined Fleets of France and Spain, off Cape Trafalgar, on the 21st October, 1805.

KILLED.

Victory---The Right Hon. Lord Viscount Nelson, K. B. Vice-Admiral of the White, Commander in Chief, &c. &c. &c.; John Scott, Esq. secretary; Charles W. Adair, captain of royal marines; William Ram, lieutenant; Robert Smith and Alexander Palmer, midshipmen; Thomas Whipple, captain's clerk.

Royal Sovereign---Brice Gilliland, lieutenant; William Chalmers, master; Robert Green, second lieutenant of royal marines; Thomas Aikenhead, and Thomas Braund, midshipmen.

Britannia---Francis Roskruge, lieutenant.

Temeraire---Simeon Busigny, captain of royal marines; John Kingston, lieutenant of royal marines; Lewis Oades, carpenter; William Pitts, midshipman.

Prince, none; ---*Neptune*, none; ---*Dreadnought*, none.

Tonnant---William Brown, midshipman.

Mars---George Duff, captain; Alexander Duff, master's mate; Edmund Corlyn, and Henry Morgau, midshipmen.

Bellerophon---John Cooke, first captain; Edward Overton, master; John Simmons, midshipman.

Minotaur---none.

Revenge---Thomas Grier and Edward F. Brooks, midshipmen.

Conqueror --- Robert Lloyd, and William M. St. George, lieutenants.

Leviathan, none;---*Ajax*, none;---*Orion*, none;---
Agamemnon, none;---*Spartiate*, none;---*Africa*, none.

Belleisle---Ebenezer Geall, and John Woodin, lieutenants; George Nind, midshipman.

Colossus---Thomas Serwin, master.

Achille---Francis John Mugg, midshipman.

Polyphemus, none;---*Swiftsure*, none;---*Defence*, none.

Thunderer, none.

Defiance---Thomas Simons, lieutenant; William Forster, boatswain; James Williamson, midshipman.

WOUNDED.

Victory—John Pasco, and G. Miller Bligh, lieutenants; Lewis B. Reeves, and J. G. Peake, lieutenants of royal marines; William Rivers (slightly), G. A. Westphall, and Richard Bulkeley, midshipmen; John Geoghehan, agent-victualler's clerk.

Royal Sovereign—John Clavell, and James Bashford, lieutenants; James le Vesconte, second-lieutenant of royal marines; William Watson, master's mate; Gilbert Kennicott, Grenville Thompson, John Campbell, and John Farrant, midshipmen; Isaac Wilkinson, boatswain.

Britannia—Stephen Trounce, master; William Grint, midshipman.

Teneraire—James Mould, lieutenant; Samuel J. Payne, lieutenant of royal marines; John Brooks, boatswain; T. S. Price, master's-mate; John Eastman, midshipman.

Prince, none.

Neptune———Hurrell, captain's clerk.

Dreadnought—James L. Lloyd (slightly), lieutenant; Andrew M'Culloch, and James Saffin, midshipmen.

Tonnant—Charles Tyler, captain; Richard Little, boatswain; William Allen, clerk; Henry Ready, master's-mate—the three last slightly.

Mars—Edward Garrett, and James Black, lieutenants; Thomas Cooke, master; Thomas Norman, second captain of royal marines; John Yonge, George Guiren, William John Cooke, John Jenkins, and Alfred Lukraft, midshipmen.

Bellerophon—James Wemyss, captain of royal marines; Thomas Robinson, boatswain; Edward Hartley, master's mate; William N. Jewell, James Stone, Thomas Bant, and George Pearson, midshipmen.

Minotaur—James Robinson, boatswain; John Samuel Smith, midshipman.

Revenge—Robert Moorsom, captain (slightly); Luke Brokenshaw; master; John Berry, lieutenant; Peter Lily (slightly), captain of royal marines.

Conqueror—Thomas Wearing, lieutenant of royal marines; Philip Mendel, lieutenant of his imperial majesty's navy (both slightly.)

Leviathan—J. W. Watson, midshipman (slightly),
Ajax, none.

Orion—Sause, C. P. Cable, midshipmen, (both slightly).

Agamemnon, none

Spartiate—John Clarke, boatswain; — Bellairs, and — Knapman, midshipmen.

Africa—Matthew Hay, acting-lieutenant; James Tynmore, captain of royal marines; Henry West, and

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Abraham Turner, master's-mates; Frederic White (slightly), Philip J. Elmhurst, and John P. Bailey, midshipmen.

Belleisle—William Terrie, lieutenant; John Owen, first lieutenant of royal marines; Andrew Gibson, boatswain; William Henry Pearson, and William Culfield, master's-mates; Samuel Jago, midshipman; J. T. Hodge, volunteer, first class.

Colossus—James N. Morris, captain; George Bully, lieutenant; William Forster, acting lieutenant; John Benson, lieutenant of royal marines; Henry Milbanke, master's mate; William Herringham, Frederic Thistlewayte (slightly), Thomas G. Reece, Henry Snellgrove, Rawden M'Lean, George Wharrie, Tim. Renou, and George Denton, midshipmen; William Adamson, boatswain.

Achille—Parkins Prynne (slightly), and Josias Bray, lieutenants; Pralms Westroppe, captain of royal marines; William Leddon, lieutenant of royal marines; George Pegge, master's mate; William H. Staines, and Wm. J. Snow, midshipmen; W. Smith Warren, volunteer, first class.

Polyphemus, none.

Swiftsure—Alexander Bell Hancock, midshipman.

Defence, none.

Thunderer—John Snell, master's-mate; Alexander Galloway, midshipman.

Defiance—P. C. Durham, (slightly) captain; James Spratt, and Robert Browne, master's-mates; John Hodge, and Edmund Andrew Chapman, midshipmen.

C. COLLINGWOOD.

Captain Blackwood, who brought home the last of these dispatches from the commander-in-chief, delivered the following correction of an error which had crept into it.

“ *Admiralty-Office, Nov. 30, 1805.*

“ SIR,

“ OBSERVING in the Gazette Extraordinary, of the 27th instant, that the number of the enemy's ships taken and destroyed, in consequence of the action of the 21st of October, is stated at twenty sail of the line, I take the liberty of mentioning to you, for the information of my lords commissioners of the Admiralty, that as this must be intended to include the French ship *Argonaute*, of 74 guns, which ship I had an opportunity of knowing was safe in the port of Cadiz, it will be proper to state the actual number taken and destroyed at nineteen sail of the line. This apparent inaccuracy was occasioned by the dispatch of the commander-in-chief, dated the 4th, having been made up before my last return with a flag of truce from that port.

“ I am, &c.

“ HENRY BLACKWOOD.”

“ *William Marsden, Esq.*”

ACTION OFF FERROL.

The four ships of the van of the combined fleet which bore away to the southward at the conclusion of the battle of Trafalgar, were all French :

Ships	Guns	Commanders
Formidable	80	Rear-Admiral Dumanoir
Duguay Trouin	74	Captain Troufflet
Mont Blanc.....	74	———— Villegries
Scipion	74	———— Berenger

This division was led on by Admiral Dumanoir to the perpetration of a deed worthy of the sanguinary days of a Marat or a Robespierre. However incredible it may appear, the fact was afterwards confirmed by the testimony of many Spanish officers of rank, that these wretches in their flight fired for some time on the Spanish ships which had struck to the British fleet; by which wanton act of unparalleled ferocity, many of the Spaniards were killed and wounded.

But it was not long that these savages were permitted to felicitate themselves on their good fortune. They went off, as has been observed, to the southward, but soon putting about to the north, it was their intention to make their way by a sweeping cruize into some of their own ports in the Channel or the Bay of Biscay. Sir Richard Strachan was at this time cruizing with a squadron for the purpose of intercepting a French force which had escaped from Rochefort. On the evening of the 2d of November, being off Ferrol, Sir Richard observed a frigate in the N. W. making signals; he accordingly crowded all sail to join her, which he effected at eleven at night. At this moment he perceived six large ships near him; the frigate proved to be the Phœnix, Captain Baker, who informed Sir Richard that he had been chased by the Rochefort squadron (as he supposed) then close to leeward. This intelligence highly delighted Sir Richard: a battle

and a victory were synonymous; and the danger of the fight was lost in the anticipation of glory. He immediately directed Captain Baker to tell the other captains of the ships of the line astern to follow him, as it was his intention to engage them immediately. He accordingly bore away for that purpose, making all the signal he could to indicate his movements to the rest of the squadron. The moon enabled him to see the enemy bear away in a line abreast, closely formed, but he lost sight of them when she set, and was obliged to reduce his sails, only three of his ships being then in view.

Sir Richard continued steering all night to the E. N. E. and in the morning observed one of his frigates, the Santa Margarita at no great distance. At nine o'clock he discovered the enemy's squadron, consisting of four sail of the line, in the N. E. under all sail. The chase continued during the whole of the 3d; at daylight, on the morning of the 4th, the British ships were near the enemy. A line of battle was formed, and Sir Richard being soon afterwards joined by the Namur, his force was as follows:

S ips	Guns	Commanders
Hero	74	Hon. Captain Gardner
Namur	74	Captain Halsted
Cæsar	80	Sir P. J. Strachan
Courageux	74	Captain Lee

FRIGATES.

Phoenix.....	————	Captain Baker
Santa Margaritta.....	————	Rathborne
Æolus.....	————	Lord Wm. Fitzroy
Revolutionnaire	————	H. Hotham

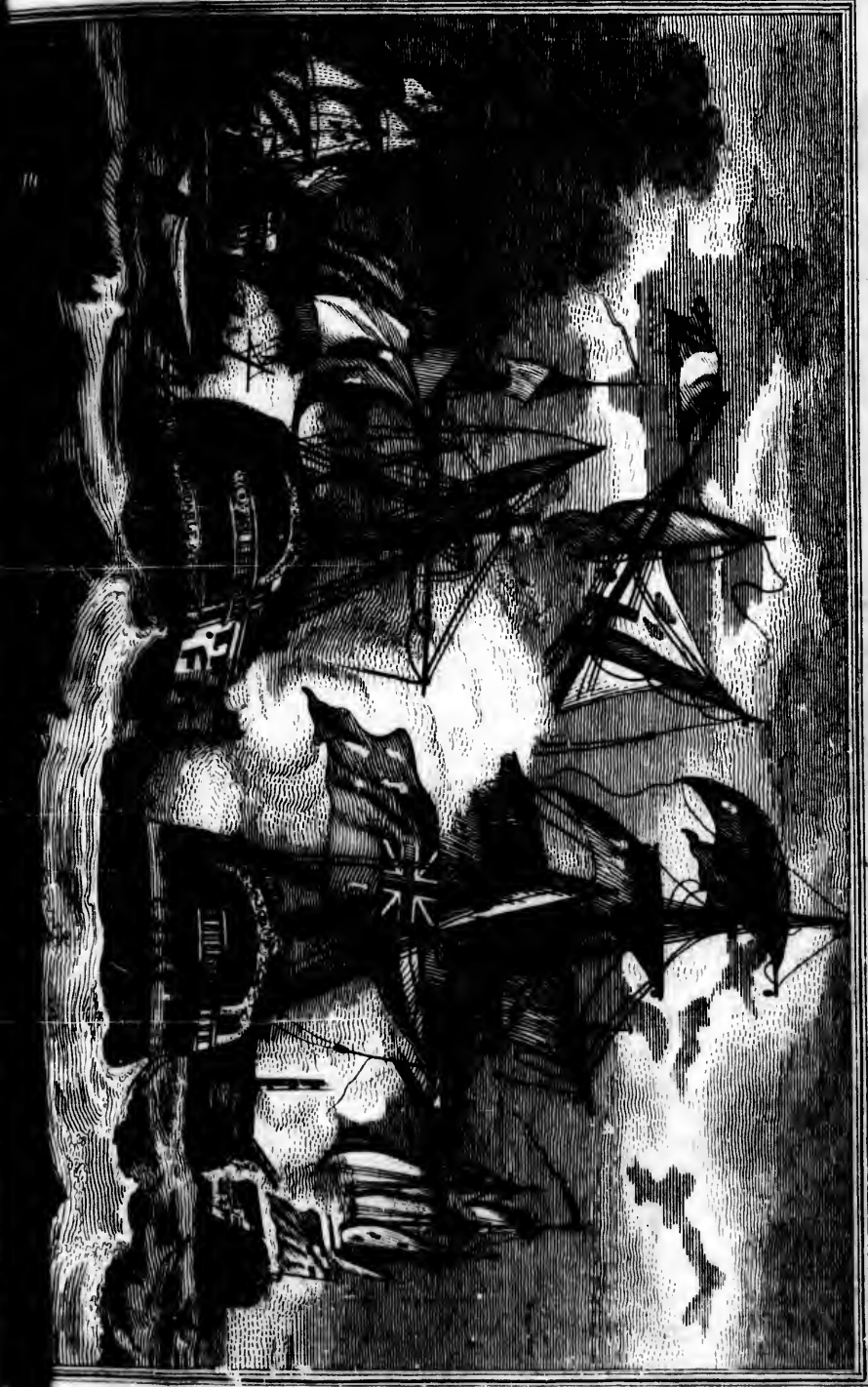
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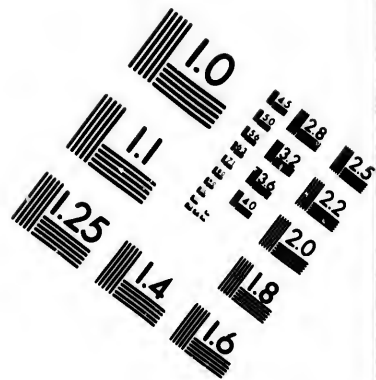
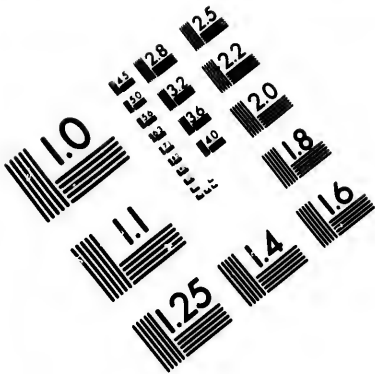


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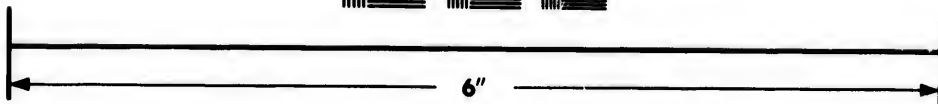
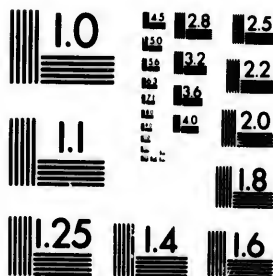
A little before noon the enemy finding an action unavoidable, began to take in their small sails, and form in a line, bearing on the starboard tack. The British ships did the same, and Sir Richard communicated his intentions, by hailing to the captains that he should attack the centre and rear. At noon the action commenced in full fury, and in a short time, one of the enemy's ships, *Le Scipion*, tacking by accident, the French admiral and the other two were obliged to do the same to support her. This manœuvre brought them near the *Namur*, which bore up with great rapidity, having received directions, by signal, to engage their van, and gave the frigates in the rear the credit of a share in the action. The French fought with the greatest obstinacy for three hours, when the admiral in the *Formidable*, struck his colors, and about twenty minutes afterwards the other three surrendered. On taking possession of their prizes, the captors were not a little astonished to find that it was not the *Rochefort* squadron, but some of the fugitives from the fatal conflict off *Trafalgar* which had thus fortunately fallen into their possession.

This well-contested action, which added four sail of the line to the British navy, cost fewer lives than might have been expected. The loss on board the whole squadron was only 24 killed, and 111 wounded. That of the enemy amounted to between 500 and 600 killed and wounded. Rear-Admiral *Dumanoir* and the second captain of the *Duguay Trouin* were among the latter, and the first captain of the same ship among the former. The prizes were found by the British seamen who took possession of them in the most filthy condition, the mangled dead bodies not all thrown





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overboard, and the wounded in a terrible state: and the French officers who were sent on board the British ships could not forbear expressing their surprize at the neat, clean and orderly state in which they found them.

After the action, Sir Richard Strachan sent home the *Hero*, *Namur*, and *Courageux*, with the prizes, and himself in the *Cæsar* joined Admiral Cornwallis, commander-in-chief of the fleet before Brest, who complained that the "victory of Trafalgar and that of his friend, dashing Sir Dick," as he familiarly called the gallant Strachan, "had left him nothing to do but to pick his fingers."

Thus the three great engagements of the year 1805, cost the French and Spaniards 25 sail of the line, which were either destroyed, or added to the British navy, and between 20 and 30,000 seamen, among whom were most of their best officers. Among the French admirals in the action off Trafalgar, not one escaped; and it is rather singular that out of the three commanders-in-chief on that glorious day, not one was alive at the end of six months. Gravina died on the 9th of March, when he left Cadiz the second time: and Villeneuve, who was permitted to go to France on his parole, put an end to his life, it is said, at Rennes, or, what is more generally believed, was assassinated by the command of the sanguinary and vindictive Buonaparte.

On the arrival of the intelligence of the splendid achievement at Trafalgar on the British shore, one universal sentiment pervaded every bosom. The deep

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affliction with which the news of Lord Nelson's death was received, powerfully evinced the general opinion that the triumph, great and glorious as it was, had been dearly purchased. The victory created none of those enthusiastic emotions in the public mind which naval successes have in every former instance produced. His Majesty, in particular, was deeply afflicted, and is said, in the first emotion of his sorrow, to have exclaimed: "We have lost more than we have gained!"

On the 9th of November a general promotion of flag-officers took place, and the rank of admiral of the red was restored to his Majesty's navy.

A proclamation was issued for a day of thanksgiving, to be held on the 5th of December, for the signal and important victory obtained by his lordship, and his Majesty was pleased to confer on his brother and heir the dignity of a viscount and earl, by the title of Viscount Merton and Earl Nelson of Trafalgar, and of Merton in the county of Surry. More substantial acknowledgments awaited the family of the hero. A pension of 2000*l.* per annum was conferred on his widow by parliament, which likewise voted an annuity of 5000*l.* a year to his successor, and a grant of 120,000*l.* for erecting a house, and maintaining the dignity, so nobly acquired by his illustrious brother.

Nor was the gratitude of the country withheld from the other gallant officers who had shared in the glory and danger of these achievements. Admiral Collingwood received the thanks of both houses of parliament, was created a peer of the realm by the title of Baron Collingwood, and an annuity of 2000*l.* a year was voted to him, and his two next heirs in succes-

sion. Lord Northesk and Sir Richard Strachan received the like thanks: on the former was also conferred the order of the Bath, and on the latter a pension of 1000*l.* per annum. Captain Hardy, of the *Victory*, was created a baronet, and the sum of 200,000*l.* was allowed to the seamen, as a compensation for the prizes they had been under the necessity of destroying off Trafalgar. A public funeral, more magnificent than Britain had ever witnessed, was decreed the incomparable Nelson, and a monument was voted by parliament to be erected in St. Paul's Cathedral to the memory of the gallant captains Cooke and Duff.

On the 3d of December a special general meeting of the committee of the Patriotic Fund was held at Lloyd's Coffee-house, at which the following resolutions were adopted:--

“ Resolved, that a vase of the value of five hundred pounds, ornamented with emblematical devices and appropriate inscriptions, illustrative of the transcendent and heroic achievements of the late Lord Viscount Nelson, be presented to his relict Lady Viscountess Nelson.

“ Resolved, That a similar vase be presented to the present Earl Nelson of Trafalgar, to descend as an heir-loom with the title so gloriously acquired.

“ Resolved, That a similar vase be presented to Vice-Admiral Lord Collingwood, who, after the death of the commander-in-chief, in the hour of victory, so nobly completed the triumph of the day.

“ Resolved, That vases of the value of three hundred pounds each, with appropriate inscriptions, be presented to the Right Honorable Rear-Admiral the

Earl of Northesk, and Rear admiral Sir Richard John Strachan, bart.

“ Resolved, That swords of the value of one hundred pounds each, with appropriate inscriptions, be presented to the surviving captains and commanders of his Majesty’s ships, who shared in the dangers and glory of those memorable actions.

“ Resolved, That the sum of one hundred pounds be presented to each of the lieutenants of his Majesty’s navy, captains of royal marines, and other officers in the second class of his majesty’s proclamation for the distribution of prize money, who was severely wounded, and the sum of fifty pounds to each officer of the same rank who was slightly wounded.

“ Resolved, That the sum of fifty pounds be presented to each of the officers of the third class in his Majesty’s proclamation for the distribution of prize-money, who was severely wounded ; and the sum of thirty pounds to each officer of the same rank, who was slightly wounded.

“ Resolved, That the sum of forty pounds be presented to each of the officers in the fourth class of his Majesty’s proclamation for the distribution of prize-money, who was severely wounded ; and the sum of twenty-five pounds to each officer of the same rank, who was slightly wounded ; and that additional gratuities be hereafter voted to such officers as may be disabled in consequence of their wounds.

“ Resolved, That the sum of forty pounds be presented to every seaman or marine, whose wounds may be attended with disability or loss of limb ; the sum of twenty pounds to each seaman or marine severely

wounded ; and the sum of ten pounds, to each seaman or marine slightly wounded.

“ Resolved, That relief be afforded to the widows, orphans, parents, and relatives, depending for support on the captains, officers, petty officers, seamen, and marines, who fell in these glorious engagements, as soon as their respective situations shall be made known to the committee.

“ Resolved, That letters be written to Lord Collingwood and Sir Richard J. Strachan, requesting they will communicate the above resolutions to the different ships under their command, and furnish the committee with the names of the private seamen and marines killed and wounded, with such particulars as they can collect, respecting the widows, orphans, or other relatives who depended for support on the brave men who so gloriously fell in the cause of their country.

“ Resolved, That the sums contributed on the day of thanksgiving, be exclusively appropriated to the relief of the seamen, soldiers, marines, and volunteers, wounded ; and to the widows, orphans, and relatives, of those killed in his Majesty’s service ; and that a separate account be kept of the same.”

The last domestic occurrence relative to the navy, in 1805, which we have to record, is the trial of Vice-admiral Sir Robert Calder, by a court-martial, which he had himself demanded, to enquire into his conduct subsequent to the action off Ferrol, on the 22d of July.

This trial took place on board the Prince of Wales, in Portsmouth harbor, on Monday, December 23d. At nine o’clock the signal for a court-martial was made by hoisting a Union Jack at the mizen peak, and at

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ten the court assembled. It consisted of the following officers : —

Vice-Admiral George Montagu, *President*,
 Vice-Admiral John Holloway,
 Vice-Admiral Bartholomew Rowley,
 Rear-Admiral Edward Thornborough,
 Rear-Admiral John Sutton,
 Rear-Admiral Sir Isaac Coffin, Bart.
 Captain Robert Dudley Oliver,
 Captain James Wood,
 The Hon. Captain Thomas Bladen Capel,
 Captain James Bissett,
 Captain John Irwin,
 Captain John Seater,
 Captain John Larmour.

The prosecution was conducted by Moses Greet-
 ham, Esq. judge-advocate, assisted by C. Bicknell,
 Esq. solicitor to the Admiralty. The terms of the
 enquiry, and the charges were as follow : ——" Which
 court is hereby required and directed to enquire into
 the conduct and proceedings of the said Vice-Admiral
 Sir Robert Calder, with his Majesty's squadron under
 his command, on the said 23d day of July last, and
 also into his subsequent conduct and proceedings, un-
 til he finally lost sight of the enemy's ships, and to
 try him for not having done his utmost to renew the
 said engagement, and to take or destroy every ship of
 the enemy, which it was his duty to engage accord-
 ingly."

After reading the order for assembling the court-
 martial, the president said, that, as Captain Prowse,
 one of the witnesses summoned, was not in attendance,

it was far from his wish to proceed, if the evidence of that witness was considered at all material.

Admiral Calder observed, that his great object was to avoid creating the least unnecessary delay; he had therefore no objection to proceed without Captain Prowse.

The Masters of the Prince of Wales, the Triumph, the Glory, the Warrior, and the Hero, produced their different log-books, and swore to their contents.

Rear-Admiral Sir Charles Stirling was the first witness called, and, on his examination, deposed to the following effect:—

My flag-ship was the Glory. On the 23d of July, and on the subsequent days till the enemy was lost sight of, Vice-Admiral Calder's fleet, amounted to fifteen sail of the line, two frigates, a lugger, and a cutter.—Part of the van, in the morning, at day-light, was far advanced towards the enemy. The body was lying to; and the Malta and Thunderer the two frigates, the Egyptienne and Sirius, and two prizes, which had been captured the day before, were not in sight. At day-light, on the 23d, the enemy was so distant, and the weather so hazy, that we could not see them all, but as they approached nearer, when the weather cleared, I considered that their force were 18 sail of the line, and seven or eight others. When the day advanced, the British fleet bore up to join the Admiral, and soon after the fleet wore and ran to the leeward till we joined the Malta and Thunderer with the prizes, when we hauled our wind with the main topsail to the mast; the enemy had come down towards us, and the British fleet had hauled their colors, but about the time of our shewing our wind, they hauled

theirs. We were not in any order of sailing or of battle, and therefore we sometimes had our main top-sail full, or kept it aback to keep such distance from the admiral as I thought he would approve. A look-out frigate from the enemy having come down to reconnoitre in the course of the forenoon, the Triumph was sent to chase her, and afterwards lay to between the two fleets. The Dragon was sent to take the Windsor Castle in tow. About noon, I think, the enemy bore for the N. W. by N. to W. and by N. the wind was N. W. and by N. according to my idea. The crippled ships stood on the larboard tack, and it appeared to me, that the admiral's object was to keep company with them. The enemy, sometimes, during the day, bore up in line of battle, and then hauled their wind, not approaching us, I believe, nearer than four leagues, or being farther than six leagues from us, keeping nearly in the same line of bearing. About midnight, several guns were heard in the direction where the enemy was; when the wind shifted to E. of N. in the morning; about day-light, they were seen steering away, about to the S. E.—I do not remember seeing them from the deck any part of that day, therefore, I can only speak of the bearing, from the report of such officers as I sent up to look after them, who told me that they kept receding from us till about six o'clock, when I understood them to be no longer seen from the shrouds of the Glory. About eight o'clock in the morning, the British fleet wore, and laid our heads to N. W. The wind, as the day advanced, had come more round to the eastward.—About the time of our wearing, a signal was made to know what ships had occasion to lay by to refit, to which I answered in the negative.

The British ships by going to leeward, would have increased their distances if the enemy had lain to, but as they bore up in the manner I have described, they came nearer to us, than they were at day-light in the morning. If the British fleet had kept their wind, instead of steering a more easterly course, they would not have afforded any protection to the captured ships, as they would have drifted out of sight. The Admiral sometimes bore down towards them, from their not being able to keep their wind; but when the enemy vauntingly bore up, he occasionally hauled his wind, and then edged down to near his prizes. I say vauntingly, because the enemy might have brought us to action whenever they pleased on that day. By the crippled ships I mean the Windsor Castle, the captured ships, the frigates, and at one time, the Malta and Thunderer, which had the prizes in tow. To a question by the prosecutor—If the two frigates could secure the prizes, and thereby have left the Malta and Thunderer to join the fleet? Admiral Stirling replied:—The Malta and Thunderer did join the fleet, when we formed a junction with the prizes.—As to whether, considering the wind and relative situation of the two fleets, could the British fleet have neared the enemy and renewed the action?—This is merely a matter of opinion. It is impossible for me to say whether we could have neared the enemy, We did not lay our heads towards them: from the state of the wind and the disposition of the enemy on the 23d, we could not have fetched them any part of that day, if they had chosen to avoid us. After the admiral had asked whether any of the ships wanted to lie-to, I saw no other signal indicative of an intention to renew the contest,

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his object appearing to me, as I said before, to keep company with the crippled ships on that day. From that time, the British fleet continued standing from the enemy. As to the possibility of the British fleet pursuing the enemy with advantage on the 24th, they steering to the S. and by E. and the wind being N. and E. I know no objection, if the admiral had thought proper to do so. At the time the British fleet bore down to the crippled ships, the Windsor Castle appeared to have lost her fore top-mast, and not to be able to make sail; I do not know any other that was disabled.

Admiral Stirling was cross-examined by Sir Robert Calder—when he acknowledged that on the 11th or 12th of July, when he joined Sir Robert from Rochefort, it was reported that they were in that port, one three-decker, two 80 gun ships, two 74's, and some smaller vessels, and that Admiral Stirling understood they came out about the 18th of July---Admiral Stirling here produced a letter from Sir Robert, after the action: it was dated Prince of Wales, 24th of July; the Admiral begged he might be permitted to return thanks to Admiral Stirling, for his unremitted attention to the service, and the gallant support he had given him during the whole action. Had the weather been favourable, and they could have seen the signals, so as to have availed themselves of the mistakes of the enemy, they should have captured more of their ships. He added, that he was going to Cape Finisterre, to meet Lord Nelson, and concert measures with him for attacking the combined fleet.

Admiral Stirling's letter, in reply, began by thanking Admiral Calder for his letter, and stated that he

meant to give him all the support in his power. It stated Admiral Stirling's hope that Admiral Calder had got a good tale for John Bull, who could not but be pleased that he had taken two ships from a superior force.

Admiral Stirling then added---I believe that letter was sent to the Admiral on the 25th, and I had the honor to wait upon him in the afternoon, by his permission; and, to the best of my recollection, that was my reason for not returning an official answer. I do not remember any other communication with the Admiral, from about midnight of the 22d.

By Sir R. Calder---Did I not always place our fleet between the Windsor Castle and the captured ships, while in tow of our ships?---The British fleet was always between them.

Was not the English squadron always placed by me between that of the enemy and the port of Ferrol, so long as the enemy continued in sight?---The British fleet was nearer to Ferrol than the enemy, till they crossed our stern on the 24th.

When they crossed our stern could they have fetched Ferrol---I do not think they could, as we had the wind.

Court---What distance was the British fleet from Rochefort the morning after the action?---I do not know. The chart will tell. I can tell the latitude and Longitude. On the following day, at noon, by the master's reckoning, Cape Finisterre, bore S. E. by E. 40 leagues.

Henry Craddock master of the *Glory* examined.

What was the distance between the British fleet, on the 24th of July last, from the Ports of Ferrol and

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Rochefort?---Cape Finisterre was then the place from which we reckoned. It was distant about 39 or 40 leagues, and the difference between it and Ferrol is trifling, not above three leagues. As to Rochefort, I cannot speak without the chart.

Do you know the port of Ferrol?---Yes, by looking into the mouth of the harbor and having a plan of the harbor.

Can an enemy's fleet come out of that port with the wind at north, or with any wind you had between the time of the action and 8 P. M. of the 24th? --I am not positive how the wind blew during the whole of that time. They could not, however, come out with a wind at N. N. W. and I can hardly suppose they could with a wind at north.

Sir R. Calder being asked, whether he had any questions to put to this witness, answered, "I cannot ask any questions of that Gentleman." He was, however, called back, and desired to examine his log-book, when he stated, that it appeared from the log, that, on the 24th from eight A. M. to eight P. M. natural time, the wind was from N. N. E. to N. E.

Could an enemy's ship have come out of Ferrol with the wind at N. N. E. or at N. E.?---At N. E. it could come out; but, to the best of my judgment, it would be attended with considerable difficulty to come out with the wind at N. N. E.

Rear-Admiral George Martin was next examined. His deposition, in substance, nearly resembled that of the preceding witness. On his stating, that the Admiral shewed no disposition to renew the action, Sir R. Calder said, he should save the court a great deal of trouble on the head of his having, or not hav-

ing, evinced a disposition to renew the engagement on the 23d. He accordingly gave in an admission to the following effect:—"I admit that I did not shew any such disposition, except by hauling my wind, when the enemy bore down, as by doing so I must have separated myself from the crippled ships and prizes.

On his cross-examination by Sir R. Calder, relative to the enemy chasing him, or making an attempt to force him to battle, either on the 23d or 24th---he answered, that the enemy bore up in the afternoon of the 23d; but by their hauling their wind again, as soon as they joined their leewardmost ships, he believed it was only intended for that purpose.—Admiral Calder could not have pursued the enemy on the 24th without separating from the prizes, and not under a press of sail without separating from the Windsor Castle. The British fleet was always placed between the enemy and the port of Ferrol.

Mr. Bicknell, who assisted Mr. Greetham, the deputy judge advocate, in the conducting the prosecution, here remarked, that Sir R. Calder having admitted that all the ships but the Windsor Castle were in a condition to renew the fight, if he had thought proper, he (Mr. Bicknell) thought his task at an end.

Sir Robert Calder said, he had made no such admission. He did indeed admit, that the Windsor Castle was the only ship that did make a return to that effect.

Mr. Bicknell said, that he thought that an admission pretty equivalent.

Captain W. C. Durham, of the Defence, and Captain Inman, of the Triumph, were next examined

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The latter stated, that on the morning of the 23d, being sent to chase a reconnoitering frigate, he observed the enemy about three or four miles on the weather beam of the British fleet, apparently repairing their damage.---One of their ships in the rear appeared to have the head of her bowsprit gone off, and was apparently in tow of another. A second had her fore-yard down, and her top fore-gallant-mast. A third, one of her sail-yards down, and three or four ships were shifting their top-sails during the time he lay there.---Their situation was not described to the admiral. It was not required; and was not stated to him till some time afterwards.

Sir R. Calder then asked the witness---Was your ship in danger of carrying away her masts, on the 23d, when I made you a signal to chase the French frigate, reconnoitering?---Yes; and I very much wondered the main-mast did not go. The bowsprit, also, was very badly wounded; and the fore-mast had sprung though it had been fished.

Did you report this to me when you came on board the Prince of Wales?---Yes, I told you some few days after.

Were you not obliged to leave Admiral Stirling afterwards and go into port?---Three carpenters reported the main-mast to be too bad to carry a top-mast, on which Admiral Stirling ordered me into port, where the fore-mast, main-mast, and bowsprit were shifted.

Was not the British fleet kept between the enemy and Ferrol, so long as the enemy remained in sight? Yes.

Court—Did you make the signal of inability when you were ordered to chase the frigate—No; I did not consider it a time to make a signal of distress or inability.

Here the evidence for the prosecution was declared to be finished, and Sir R. Calder was ordered to enter on his defence the following day (Tuesday) if he should feel himself sufficiently prepared.

On Tuesday, however, the court was adjourned to Wednesday, Sir R. Calder not being prepared.

Accordingly, on Wednesday, the 25th, the court met at ten o'clock, and Sir Robert Calder having been called in, addressed the court, and presenting a scroll, said, "Mr. President and Gentlemen of the court, I beg leave to deliver this as my defence, and to request your permission that a friend of mine may read it."

The President replied, "Most assuredly."

Mr. Gazelee, Sir Robert's official adviser, then read nearly as follows:—Mr. President, and Gentlemen of this Honorable Court, I appear before you in a singular, and, I may say, in almost an unprecedented situation, having served my king and country, not only without reproach, but with honor and reputation, for a period of upwards of 46 years, (47 years! exclaimed Sir Robert Calder), during which I have been more than once honored with distinguished marks of approbation; and, within the last six months, have, with an inferior fleet, forced into action the combined fleets of the enemy, and captured two of their line-of-battle ships. Notwithstanding these circumstances, I have found myself under the painful necessity of demanding a naval court of enquiry upon my conduct, in order

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that I might defend my character from the aspersions which have been cast upon it, in consequence of my not renewing the action with the combined squadrons of France and Spain, after the second day from the action. The consciousness of having done my duty to my country would have been alone sufficient to have induced me to treat those aspersions with contempt, if their circulation had not been so general, that my silence must have been construed into an admission of their truth. It was therefore that I found myself under the indispensable necessity of applying to the Lords of the Admiralty, in order that I might be enabled to refute the aspersions against my character and fame. To this their lordships assented, and, although in a subsequent letter I requested that the court should be invested with the power of enquiring into the whole of my conduct, they have thought it right to confine the enquiry entirely to the proceedings of the 23d of July, and to my not taking and destroying every ship of the enemy, which the charge asserts it was my duty to do. I consider this, therefore, as a declaration on the part of their lordships, that my not renewing the engagement with the enemy on the 23d, is the only part of my conduct to which any doubt attaches. At the same time, I cannot but lament that the enquiry should be so limited as it is, for it prevents me from giving evidence of the action of the 22d; an action which, I am proud to say, added to the glory of the British navy. I trust I shall satisfy the court that my not renewing the engagement was, under all the circumstances, the most proper course to be adopted, and that the attempting to renew the action might have endangered my own fleet, and with

it the safety of the country. I shall lay before the court the situation in which I was placed, the orders I had received, and the reasons by which I was actuated, confident that the aspersions, of which I have been so long the object, will be dissipated, and I shall be restored with unsullied honor to that country for which I have bled and conquered. Permit me, Mr. President and Gentlemen, to make a few observations on the specific charge. It does not strictly speaking, range itself with any of the articles of war. It assumes, that it was my duty to take and destroy every ship of the enemy. I admit that it is so much the duty of every officer, that it is incumbent on him to exert himself to his utmost means to destroy every ship of the enemy; but it is not necessary for me to prove the physical possibility of destroying them. There may be many reasons which would render the attempt rash and imprudent: those reasons must be so obvious to the court, that it would be unnecessary to state them. Permit me, however, to observe, that mine is not the only instance where a British fleet has been lying in sight of the enemy without renewing the fight. I may name two gallant officers, who, after brilliant victories, did not think themselves justified in bringing the enemy to battle again—I mean Earl Howe in 1794, and Earl St. Vincent in 1797. Of the latter I can speak from my own personal knowledge, having served under him in that engagement. Of the propriety of the conduct of those brave officers upon each occasion, no doubt has ever been entertained. They exercised a sound discretion, acting to the best of their judgment for the advantage of the country. But it may not be improper to remark,

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that mine was a situation in which it was more peculiarly necessary to exercise that discretion which an officer is supposed to possess, and by which he is to determine the propriety of offering battle to a superior fleet. Upon the two memorable occasions to which I have referred, there was no apprehension of attack from any other quarter. I, on the contrary, found myself under the necessity of being on my guard against the Ferrol and Rochefort squadrons, consisting of not less than twenty-one sail of the line, one of which was at sea, and the other on the point of sailing. I will trouble the court with a short statement of the facts. In February last, I was dispatched by Admiral Cornwallis to blockade the roads of Ferrol and Corunna. Besides a French squadron of five sail of the line, afterwards increased to nine sail of the line, there were several frigates then at sea. I applied to the admiralty for two frigates and some small ships to place at the mouth of the harbor, but I was only able to obtain one frigate. I do not impute any blame to the admiralty on this account; I well know that at that time they had abundant means of applying all the force they could collect. I am not accusing the admiralty, I am defending myself, and the sole object is, that the court may be aware of the situation in which I was placed. With my small force I kept my station, and forwarded the information I received to the commander in chief, Admiral Cornwallis. The Toulon and Cadiz fleet joined. My situation now became so dangerous, that Lord Gardner desired me to join him. At this time the combined squadrons, which had gone to the West Indies, were on their return, and I was directed to be upon my guard against them. The pre-

parations at Ferrol continued. I received information that a French admiral at Paris was ordered to proceed to Ferrol, to relieve the admiral, and to push to sea, and the report made to me by Captain Prowse agreed with this, so far as respected the intention of the squadron to sail. I also received information that the ships had actually begun to move. In addition to this, I learnt that the enemy had erected signal posts along the coast, in order that the combined squadron, on its return, might, by sending in a small frigate, communicate their arrival to the ships at Ferrol, and direct them to push out. Admiral Cornwallis, who had joined me, directed me to proceed forty leagues to the N.W. of Cape Finisterre, and cruize six or eight days, in order to intercept the French and Spanish squadron, which he never supposed amounted to more than 16 sail of the line; after which I was to return to my post off Ferrol. This order was brought me on the 15th of July, on which day Admiral Stirling, joined me, and we proceeded as the order directed. At that time there were nine sail of the line in Rochefort ready; and the evidence of Admiral Stirling has proved that they had sailed on the 18th. The wind was quite fair for the enemy to get out of Ferrol; the wind continued fair two or three days for that purpose, and if they took the advantage of it, they might have got from thence—They might have sailed from Ferrol on the 21th; for though the wind was N. W. on the 23d, it was N. N. E. on the 24th. But I shall place this out of all doubt, by putting in the charts, by which it will be seen what winds would bring the squadron out of Ferrol; besides, the court will not fail to recollect that there are frequent land winds on that part of the coast,

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by which they might have pushed out. These observations are only material, as they enable the court to judge of my apprehensions that the Ferrol squadron might actually be at sea. I received an order from Lord Nelson, directed to the commanding officers in the Tagus, acquainting them, that the combined squadron had passed Antigua on their way to Europe. On the 22d of July they came in sight, twenty sail of the line, seven frigates, and two armed brigs; a much greater force than I expected them to consist of. It appears, that when they were seen off the Diamond Rock, they were only 16 sail. The force under my command amounted only to 15 sail of the line, two frigates, and two cutters. Notwithstanding this great difference in point of strength, I forced them to action:—the general result you are acquainted with. As it is not the object of enquiry, it is not necessary to take up your time by entering into it. I have never heard of any disapprobation expressed by any one as to the mode of carrying the fleet into action. The victory was decidedly ours. I have only to lament that the state of the weather prevented its being more complete. As it was, there are but few instances, in which an equal number of British ships, against such a superior force, have been so successful. The firing did not cease till nine o'clock; and though it has been said by those who are unacquainted with the subject, that it might have been longer continued, yet you well know, that in the latitude in which the action was fought, it is completely dark at that hour. At the time the firing ceased, the enemy were at long cannon shot. I had hailed the Windsor Castle, and desired Captain Boyle to get a mast up. He said he was afraid he could not. I said I should keep on the

same tack all night, which I did, keeping the quadron between the Windsor Castle and the prizes. During the night my ship was employed in repairing the damages, the other ships were similarly employed; and, being unacquainted with the state of the damages, I did flatter myself that I should be able next morning to renew the action, and I did endeavour to keep as near the enemy as I could, the captured ships not being able to keep up with the squadron, and I sent the Frisk and the Nile to take the accounts of the damages. At day-break the accounts were laid before me, and I found the damages much more considerable than I expected. I was eight or nine miles to leeward, with the Malta and Thunderer out of sight. At eight o'clock we saw the Malta, frigates, and prizes to leeward, and the Windsor Castle in tow of the Dragon. Observing that the Malta appeared to have one of the prizes in tow, I ordered her to quit her, and join me. The enemy at this time were in a body, and apparently had not materially suffered in their masts; on the contrary, on examining the accounts of the damages, I found, that of my fifteen ships, although the Windsor Castle was the only one that answered my signal in the affirmative, when I asked who wanted to lie by to refit, yet that there was not one of them in a state to carry sufficient sail to take them to windward, particularly as there was a heavy swell. That my judgment was correct requires no other proof than that early in the morning the Barfleur sprung her yard: that a few hours only after, the Repulse sprung her bowsprit. This affords a specimen of what might have been expected if the other ships had carried that sail which was necessary to enable them to come up with

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the enemy. It has been proved by Captain Inman, that when I desired him to drive away a frigate that was reconnoitering us, he was apprehensive of his masts going by the board, though he did not think it a time to make a signal of inability. Another consequence of attempting to renew the action would have been the capture of the Windsor Castle and the prizes; for, independent of the Rochefort squadron, the enemy had ships on the weather bow, to take advantage of those ships that separated from our squadron. By pursuing that line of conduct which I did, I preserved the victory I had gained, in defiance of the hostile squadrons. Had I attempted to renew the engagement, I should have sustained a loss in the want of frigates. The advantages of having frigates and light ships upon such an occasion are so well known to you, that it would be superfluous in me to point them out. Permit me to say a word or two upon the subject of the superiority of the enemy in point of numbers. I am far from encouraging the idea that an engagement ought not to be risked where the enemy are superior. I know the gallantry, bravery, and heroic spirit of British sailors too well to entertain such a thought for a moment. My own conduct, I trust, sufficiently proves that I am influenced by no such sentiment; but I deprecate the idea that an engagement must be continued by a commanding officer as long as he can continue it, even though he should put at hazard the advantages he has before gained. I maintain, that to encourage such an idea, would one day prove fatal to the officers, and dangerous to the country. The necessity of continuing an engagement must always depend on its own circumstances, and the discretion of the officer who com-

mands, subject to that responsibility which attaches to the situation in which he is placed. Circumstanced as I was, it appeared to me to be impracticable to force the enemy to action with such advantage as would justify me, even if I had nothing to apprehend but the opposing squadron. But when I reflected, that sixteen sail were at Ferrol, who might have come out to the assistance of the combined fleet, or that the blockade of Ferrol being no longer continued, they might be pushing to England, the invasion of which was an event daily expected, I felt, that by renewing the action I should run too great a hazard, and put my fleet in a state of danger, which I could not have been justified for doing. I therefore thought it best to keep my squadron together, and not to force the enemy to a second engagement, till a more favorable opportunity. At the same time, conceiving that their object was to join the ships at Ferrol, I determined to prevent them; I kept within them and Ferrol, and also kept between them and the Windsor Castle, meaning, if I found an opportunity, to attack them afterwards. That this was my determination, will be proved by a witness, to whom I communicated my having formed this resolution. I will prove that I acted upon it during the two days, keeping the squadron in sight, and never avoiding an engagement with the enemy—on the contrary, whenever the enemy shewed a disposition to engage, I held my wind; and, no doubt, if they had persevered, they would have met with a proper reception—if they ever did entertain any such intention, they abandoned it—During the whole of the 23d the enemy had the wind, and at the close of the day, they were at a distance of four leagues. At day-break on the 24th, the ene-

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my's fleet were six leagues to the west, and to be seen only from the mast head ; the wind was in our favor, though but very light breezes, and I doubt whether I could have overtaken them—certainly I could not, without separating the squadron, and as they would not renew the action when the wind was in their favor, I could hardly expect that they would when it was in ours. I could not have prevented them from making signals to the fleet at Ferrol. I therefore did not think the opportunity afforded of overtaking them by the state of the wind sufficient ground to induce me to alter my opinion. At six o'clock they were entirely out of sight ; on the 25th we continued our course East and by North, and having accompanied the Windsor Castle and prizes so far to the north, that I thought them safe from the combined as well as the Rochefort squadron, I parted, and said I should go back to Cape Finisterre, in hopes of seeing Lord Nelson ; if I did not, that I should proceed off Ferrol, to see if any favorable opportunity should offer of attacking the enemy to advantage. I arrived at the place of rendezvous previously directed by the commander in chief, but did not find Lord Nelson. At length the combined squadrons were enabled to get into Ferrol and Corunna, and I joined the commander in chief off Ushant. I have thus given a faithful narrative of my proceedings until my joining in the North Seas, a period of five months, during which I was perpetually at sea ; and here having trespassed so much on your patience, my narrative might close ; but the court will, I trust, permit me to add one fact, as it will shew that the commander in chief approved of my conduct, and that he expressed his approbation, which certainly he would

not have done if he had thought I had ill discharged my trust. He had before that transmitted to me the approbation of the admiralty of my conduct, and only four days afterwards he put under my command twenty sail, desiring me to cruize in search of the combined fleet, and to use my utmost endeavors to intercept them. I immediately sailed in pursuance of his order. The combined squadron had left Ferrol, and I was in time to enable Admiral Collingwood to secure them in Cadiz. At this time nothing of blame had reached my ears. Thinking that I had well and successfully exerted myself in the service of my country, it did not suggest itself to my mind that any fault could be found with me. The congratulations I received were flattering. The court are in possession of the letter which I received from the admiralty, and the approbation expressed by the commander in chief. The latter was the most solid proof that could be given of the manner in which his orders had been executed; and I flattered myself that I should have been honored by my Sovereign, and that my brave associates would have had the reward they had so well merited. The court will judge what were my feelings, what my disappointment, to find myself traduced and falsified in the newspapers. Even the most moderate accused me of playing with the feelings of the public. I felt that the manner of publishing the account of the victory in the Gazette might have given occasion for the aspersions against me; for you will observe, that instead of its being published as an extract of my dispatch, it was published as a copy, and concluded with the passage, "When I have put my squadron to rights, I shall endeavor to renew the action," omitting altogether the subsequent part of the

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letter. Here I must protest against the slightest censure on the admiralty. They, doubtless, were anxious to give the public the earliest intimation of the victory, and did not think it necessary to give any account of the Rochefort and Ferrol squadrons. If they had done so, the public would not have drawn the conclusion they did, nor would the public have been so sanguine in their expectations, if the letter had been published as an extract, because they would have imagined there was something else in the letter which the admiralty thought proper to conceal. If the admiralty had been aware of this, sure I am, from the readiness with which they gave me a copy of my letter, they would have avoided putting me in the unfortunate situation in which I am placed. In availing myself of the liberty of defending my own character and conduct, I shall be careful not to state any thing prejudicial to the public. I shall rather run the risk of suffering by the concealment of that which ought not to be published. I think it can be attended with no bad consequences to state that passage in my letter, the omission of which I complain. It is this—"At the same time it will behove me to be on my guard against the combined squadrons in Ferrol and Rochefort; therefore I may find it necessary to make a junction with the commander in chief off Ushant." Had this part of my letter been published, I beg leave to ask whether the public would have been so sanguine as they have been?—Assuredly they would not; nor should I have had occasion to give you this trouble. I stated, that the enemy had sent off one of their crippled ships to Ferrol, and that on the morning of the 23d there appeared to be two ships less in the combined fleet than

on the preceding day. The court will, I trust, think I do not unnecessarily trespass on their time further to mention another public letter. I owe it to Admiral Stirling and to myself to say, that I took the earliest opportunity of supplying the omission of his name in my letter to the admiralty, an omission which was only attributed to the illness of my secretary, and that I afterwards gave him that share of approbation which was due to his merit. It would be improper to comment on the different reports which have been circulated; but there is one, which is so entirely destitute of foundation, that the court will forgive me if I call it to their attention. It has been asserted and reported, that I said to Lieutenant Nicholson, when he left me with the dispatch, that I had written to the lords commissioners, saying that I had it in my power to bring the combined fleet to action, and that I was determined to do so. If this had been so, Lieutenant Nicholson would have been called. His not being called, gives additional weight to my declaration, that I never did send such message—that I do most solemnly declare the enemy were at the time out of sight, and it was impossible to renew the action. He was, therefore, not warranted in affirming that, or in making any such representation, as from me. I am aware these observations will not vary the question—they will not, I trust, be deemed wholly irrelevant, but, on the contrary, will justify me, for having desired an opportunity of exculpating myself to the public, and removing the imputations against me. The opportunity has been offered, and I hope the explanation will be satisfactory. The question resolves itself into two branches: first, Whether I could have renewed the engagement

with advantage? and, secondly, Whether it was prudent not to renew it, and I did not wisely exercise my discretion? On the first, you have heard the evidence for the prosecution. The result is, that on the 23d of July it was impossible to bring the enemy to action unless they thought proper to renew it, and that on the 24th I had no chance of overtaking them without separating my squadron. In addition to that evidence, I shall trouble you with very little. I shall prove the damages the different ships had sustained, with the additional circumstance, that it was not, from the state of the weather, possible to take the people out of the captured ships; but here I have to lament the absence of Captain Prowse, but I trust I shall be able to prove these matters without his assistance, as his arrival is so extremely uncertain. You will take into your consideration the questions: whether the enemy would have staid till I came up with them? Whether I should have separated myself from the disabled part of my squadron? and you must know that there is a material difference between renewing the attack with a willing and an unwilling enemy. It has been said that I meant to renew the action, by the signal to ask if any of the ships wanted to lie by. My reason for that signal, was, that I might form my line to the best advantage, in case the enemy was inclined to renew the action. At this time the Windsor Castle was in tow of the Dragon, and the Malta was to leeward; and although I might have formed a line it would have been impossible to have made an attack. That the signal was not understood, is evident; for Captain Inman has said, that he did not think it a time to make a signal of inability in sight of an enemy. The court will re-

collect that I was at that time in possession of the return of the damages of each ship. The answer in the negative to my signal, expressed only the sentiments of the individual, and the court will give me credit for every disposition to encourage that ardour in the officers and seamen, and their readiness at all times to meet the enemy, which easily accounts for their unwillingness to give signals of inability. Mr. President, with the rank and character I hold, I think I should not have been justified, if, to this feeling of bravery and courage, I had put the British squadron to hazard, the preservation of which was of so much importance to the country. A question has been put to Captain Inman, to know whether I asked him for the situation of the enemy. With respect to the fact stated by Captain Durham—when he made the signal, I had formed my plan, and to have desired him to keep the enemy in sight would only have had the effect of separating him from me. I best knew my own intentions. The signal I made was No. 77, to bring to, and not the signal to keep the enemy in sight. In forming an idea of the second question, namely, the renewing of the engagement, the court will forgive me if I refer to my situation. I had but fourteen sail without frigates, the enemy had eighteen with many frigates. I could not hope to succeed without receiving great damage; I had no friendly port to go to; and had the Ferrol and Rochefort squadrons come unt, I must have fallen an easy prey. They might have gone to Ireland. Had I been defeated, the enemy would have acquired spirit, and it is impossible to say what the consequence might have been. The question is great and momentous. It affects every officer who may be placed in a situa-

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tion of command. Miserable must be their conduct, if they are to be censured for a fair and honest discharge of their duty, and the due exercise of their discretion. I have ever felt that I have exercised mine wisely, and for the advantage of the service and the country. Were I placed in similar circumstances again, I should act in a similar manner, unless this court, putting themselves in my situation, shall tell me I acted erroneously; but this I trust they will not do. If I may be allowed to look at subsequent events, I might say, that by the conduct I adopted, I was enabled to pursue the combined squadron into Cadiz, by which I laid the foundation of that splendid victory which engages the attention of the country. By being placed under the necessity of demanding this enquiry, I have been prevented from sharing in the glories of that day; and, believe me, that has been no small part of my sufferings (*the gallant Admiral turned round, and wiped a tear from his eye*). The judgment of the court will, I hope, reinstate me in society, and restore to me unsullied that fair fame and reputation which have been so cruelly attacked."

The first branch of evidence consisted wholly of written documents, which were laid upon the table, but not read. They were the original correspondence between Lord Gardner and Admiral Calder—the letters and orders of Lord Cornwallis—the orders of the Admiralty, desiring the Admiral to be on his guard against the Rochefort and Ferrol squadrons—the orders of Lord Nelson to the commanders in the Tagus—the Gazette account of the action of the 23d—the Admiral's letter, with the unpublished paragraph, and several other letters between the admiral and other commanders.

For the defence—

The Hon. Capt. Gardner of the *Hero*, gave in the report of the damages of his ship. It appeared, that the foremast of the *Hero* was so badly wounded, that if he had gone in pursuit of the enemy, especially on the 24th, it was Captain Gardner's opinion, that the mast must have gone by the board. When the *Hero* was repaired in port, the fore-mast and main-mast were both taken out and replaced by new ones. A report of the damages was sent on the night between the 22d and 23d. On Captain Gardner stating, that he had been informed by Lieutenant Fennel of the *Nile*, that the Admiral meant to renew the action on the morning—The following paper was put in by Sir R. Calder :—

“I admit that in the night of the 22d, I did hope to renew the action.”

Captain Gardner further stated, that he only observed one main-top-sail-yard gone of the whole squadron of the enemy.

The Hon. Captain Legge of the *Repulse*, being examined, stated, that the enemy did not appear to have suffered much. The first report he made to the Admiral mentioned that his rigging and sails had been cut. On the evening, however, of the 25th, the bowsprit sprung, of which a signal was made to the admiral. About the same time the *Malta* sprung her fore-yard, and it was thought, her lower yard—a signal was made that the *Repulse* and *Malta* were ready to make sail again, as soon as it was day-light on the morning of the 26th.

Captain Boyle of the *Windsor Castle*, delivered in his report of the damage. From his evidence it was

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apparent, that unless Sir Robert had edged down, the Windsor Castle could not possibly have joined the fleet, neither was it in a condition to work to windward, either in line of battle, or order of sailing, so as to force the enemy to battle on the 23d or 24th of July.

The evidence of Captain Lechmere, of the Thunderer, Captain Brown, of the Ajax, Captain Harvey, of the Agamemnon, were nearly the same as those of the preceding.

Captain Cumming, of the Prince of Wales, testified, that no part of the Vice-admiral's conduct, during the action, was to be attributed to fear, or a want of zeal for his Majesty's service.

The remainder of the evidence, was of a nature similar to the foregoing testimonies.

On Thursday the 26th, the court met as usual at ten o'clock, and continued in deliberation until near four, when Sir Robert Calder was called, and the Judge Advocate read the following sentence of the court :—

“ At a Court Martial assembled on board his Majesty's ship Prince of Wales, in Portsmouth harbour, on the 23d day of December, 1805, and continued by adjournment, from day to day, until the 26th day of the same month.

Pursuant to an order from the Right Honorable the Lords Commissioners of the Admiralty, dated the 15th day of November last past, and directed to the President, setting forth, that Sir Robert Calder, Bart. Vice-admiral of the Blue, had, by his letter to their Lordship's Secretary, dated the 13th day of September last, requested, for the reasons therein-mentioned, that an inquiry may be made into his the said Vice-admiral's

conduct, on the 23d day of July last, the day after the engagement with the combined fleets of France and Spain; or upon the whole or such part thereof (when in presence of the enemy), as should appear for the good of his Majesty's service, and for enabling him to give his reasons publicly for his conduct on that occasion.

“ That their Lordships thought fit, in compliance with the Vice-admiral's request, and for the reasons mentioned in his said letter, that a Court Martial should be assembled, for the purpose above-mentioned, and also for enquiring into the whole of the said Vice-admiral's conduct and proceedings, on the said 23d day of July, and into his subsequent conduct and proceedings, until he finally lost sight of the enemy's ships; and to try him for not having done his utmost to renew the said engagement, and to take and destroy every ship of the enemy, which it was his duty to engage, the court proceeded to inquire into the conduct and proceedings of the said Vice-admiral Sir Robert Calder, with his Majesty's squadron under his command, on the said 23d day of July last, and also into his subsequent conduct and proceedings, until he finally lost sight of the enemy's fleet, and to try him for not having done his utmost to renew the said engagement, and to take or destroy every ship of the enemy, which it was his duty to engage, and having heard the evidence produced in support of the charge, and by the said Vice-admiral Sir Robert Calder, Bart. in his defence, and what he had to alledge in support thereof, and having maturely weighed and considered the whole, the court is of opinion, that the charge of not having done his utmost to renew the said engagement,

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and to take or destroy every ship of the enemy, has been proved against the said Vice-admiral Calder; that it appears that his conduct has not been actuated either by cowardice or disaffection, but has arisen solely from error in judgment, and is highly censurable, and doth adjudge him to be severely reprimanded, and the said Vice-admiral Sir Robert Calder is hereby severely reprimanded accordingly.

Upon the sentence being pronounced, Sir R. Calder appeared deeply affected—he turned round and retired without a word. He was accompanied by a great number of friends, and on descending from the deck of the Prince of Wales into his barge, scarcely lifted up his head, which was apparently bowed down by the weight of the sentence pronounced upon him—a sentence, which, by many, has been thought much too severe; and by more totally unmerited. The disgrace of the gallant admiral must undoubtedly be ascribed, partly to that sanguine expectation which every advantage over our enemies, never fails to excite in the people of England, and which so frequently obtains credit for the accounts of battles never fought and victories never achieved. This disposition on the present occasion, was farther encouraged by the indiscreet and exaggerated reports of Lieutenant Nicholson, who brought home Sir Robert Calder's dispatches, and to whose representations the subsequent disappointment of the public owed much of its poignancy. There cannot exist a doubt that the admiral displayed all the intrepidity and gallantry during the action by which he has been distinguished on so many preceding occasions, and that his subsequent conduct was dictated by a prudence the want of which, has, in general, been thought

reprehensible in a commander, From a review of the naval history of Britain we might, however, be almost led to conclude that the possession of this quality is not indispensably necessary, so numerous are the instances in which a disregard of its dictates has been crowned with the most glorious and complete success.

We now proceed to a detail of remarkable actions fought by individual ships, beginning with such as took place nearest home:—

On the 10th of March, the *Kitty*, private ship of war, commanded by Mr. Thomas Musgrave, fell in with a Spanish vessel of the same class, mounting 20 guns, and manned with 170 men, and after an engagement of an hour and a half compelled her to strike. The loss of the *Kitty* was, one man killed and two dangerously wounded: that of the enemy is not stated. "In justice to the officers and ship's company," writes the commander, in his letter to the secretary of the admiralty, "I must say their conduct deserves the approbation of their lordships, when you take into consideration, that not twenty of them ever saw a gun fired before, and not twice that number ever were at sea, before we left the Downs on the 3d instant.

April 24th, the *Watchful* and *Gallant* gun-vessels, attached to the squadron of observation off Boulogne, received directions by signal from Rear-admiral Douglas, to chace north-east, in which bearing, twenty-six of the enemy's schuyts under Dutch colors were discovered endeavoring to round Cape Griznez from the eastward. The two gun-brigs immediately made all sail, standing well in to cut them off. Lieutenant Shirley of the *Gallant*, closed with the enemy, and commenced a well directed fire with round and grape shot

which threw them into great confusion; but having received four shot between wind and water, he was obliged to haul to the wind on the starboard tack to stop the leaks which were gaining very fast, and was thus prevented from capturing the chief part of the flotilla. The inner shore squadron was, however, soon in pursuit of them, and after an engagement of two hours succeeded in cutting off seven schuyts, each having on board 18 or 20 soldiers besides seamen and carrying in general one 24-pounder, and two 6-pounders. On board the English vessel employed in this service, only one man was slightly wounded.—The following morning two more of the enemy's armed schuyts were sent into the Downs by the Archer gun-brig.

The Loire, Captain Frederic Maitland, cruizing to the westward of Ireland, fell in on the 21st of June, with the Vaillant, a formidable French privateer of Bourdeaux carrying 30 guns and 240 men. After a hard chace of twelve hours Captain Maitland had approached nearly within gun-shot, when the Melampus and Brilliant hove in sight on the weather bow which obliged the enemy to bear up and threw her into his hands about two hours sooner than she otherwise would have been. She was reckoned one of the most complete ships ever fitted out at Bourdeaux, was an excellent sailer, victualled and stored for a months' cruize and had taken the Lord Charles Spencer, Halifax packet.

On the 10th of July, the Venus, Captain H. Matson, discovered a sail and after a chace of six hours came up with and captured L'Hirondelle French privateer brig, belonging to Dunkirk, carrying 16 guns, two of which were thrown overboard during the chace, and 90 men. This privateer had on a former cruize taken

the Queen Charlotte packet, after an action of two hours, and several other vessels.

On the 13th of the same month, Captain Stephen Poyntz, in the *Melampus*, took, after a slight skirmish, the *Hydra* Spanish privateer of 28 guns, and 192 men, three of whom were killed and several wounded.

The *Goliath*, Captain R. Barton, on her passage to Ferrol, captured, on the morning of the 11th of August, the French brig corvette *Le Faune*, of 16 guns, which had been chased for nine hours by the *Camilla*, Captain Taylor, which was in company. *Le Faune* had on board twenty-two men belonging to the *Blanche* frigate which had been taken by a small French squadron in the West Indian seas. On the 16th of the same month the *Goliath* had the farther good fortune to fall in with *La Torche*, French national corvette, of 18 guns and 196 men, having on board 52 more of the crew of the *Blanche*, who were thus unexpectedly released from captivity.

On the 10th of August, the *Phœnix* of 36 guns, Captain T. Baker, fell in with the *Didon*, a remarkably fine frigate and one of the fastest sailers in the French navy, carrying 44 guns and 330 men. She had left Corunna but a few days, and was on a secret cruize. On the approach of the *Phœnix* to leeward, her antagonist waited for her. This confidence on the part of the enemy, proceeded from the following circumstance. A neutral ship had first spoken the *Phœnix*, and afterwards the *Didon*, to whom she communicated the intelligence that she had just spoke an English corvette, of 20 guns, and that the *Didon* might, by setting all the sail she could, overtake her.—The *Didon* accordingly carried a press of sail, which soon brought

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her alongside of the Phœnix, when she found her mistake. The action was gallantly fought, yard-arm to yard arm for three hours by the log—After the Frenchman's main and mizen-masts had gone over the side, he grew desperate, and, as a last effort, ran his bowsprit over the taffarel of the Phœnix, and attempted to board her.—But though the French officers did every thing they could to encourage their men on board, the latter could not be prevailed upon. The Phœnix then boarded the Frenchman in her turn, when the enemy called for quarter, and struck their colors. Her foremast fell over the side as soon as she struck. During the action, which was never beyond pistol shot, the Phœnix had all her ropes cut to pieces, her main-top-sail-yard shot away, and most of her masts and yards severely wounded. The necessity of her engaging to leeward in order to prevent the possibility of the enemy's escape, exposed Captain Baker to several raking broadsides before he thought it prudent to return the fire. The position of the two ships, during the last hour of the engagement, subjected the Phœnix to a most galling fire of musketry, and cost the lives of many of her brave crew. In addition to her regular complement of seamen, the Didon is said to have had some sharp-shooters from the French army placed in her tops and rigging. The loss of the Phœnix in this obstinate conflict was 12 killed and 28 wounded; among the former were the second lieutenant and the master's mate, and among the latter a lieutenant of marines and two midshipmen. The loss of the enemy amounted to 27 killed, and 44 wounded. The spirit and gallantry displayed in this action reflect infinite honor on Captain Baker and his brave crew, who

subdued a vessel so superior in weight of metal and number of men—the Phœnix being one of the lowest class of 36 gun frigates, and only about 800 tons burden; the Didon a 44 of the largest size, and not less than 1400 tons.

On the 12th of September, the Amazon, cruising off Scilly, fell in with and captured the Principe de la Paz, a Spanish corvette privateer of 28 guns, with 160 men on board, principally French. This ship was fitted out at Vigo five weeks before, and had taken the Prince of Wales packet from Lisbon, and the Lady Nelson, letter of marque, from Virginia, bound to Glasgow. Part of the crew of the latter and a considerable sum in specie were found on board the privateer, which was completely stored for remaining two months longer at sea. Her captain, François Bœk, an experienced cruiser, commanded the French privateer Le Braave, during the last war, and greatly annoyed the British trade.

On the morning of the 2d of October, Captain Fleming, in the *Egyptienne*, having reconnoitred the port of Rochefort, perceived a brig apparently ready for sea, and in a situation where he thought it practicable to bring her out. Lieutenant Handfield gallantly volunteered to conduct the enterprize, and the *Egyptienne* stood off, till night should afford an opportunity to make the attempt. On Captain Fleming's return, the brig was perceived under all sail, outside the port and fell into his possession after a short chase. She proved to be *L'Acteon*, imperial brig, of 16 guns and 126 men, commanded by Mons. Depoge, capitaine de fregate, and having on board a colonel and some recruits, with arms and clothing for a regiment in the West Indies.

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The following gallant action of Captain Weir, of the gun-brig *Ferreter*, attached to Admiral Russel's squadron cannot be better described than in his own words in a letter to a friend, dated North Sea, October 8th, 1805.

"Last Sunday night was an evening of horror, glory, joy, and sorrow to me. Just at dark two large French cutter brigs ran alongside, one on each beam, and with many opprobrious terms ordered me on board. I had but nine guns to their thirty-six, and was not prepared for such a rencontre. My courage and presence of mind stuck to me; but with them it was only a word and a blow. I prepared to surrender, and in reply hailed the commodore to come on board me; his rejoinder was a broadside, which very near deprived one half of us of our existence; our jib-boom just cleared his taffarel when I gave him our larboard guns. They both wore and kept up a well-directed fire until eight o'clock, by which time our quarters were well cleared, and we got the grape ready, determined to sell ourselves as dearly as possible, as we had not the least chance of escaping. At this moment I was under the necessity of sinking all my papers, signals, instructions, &c. to cut away one anchor, heave one useless gun overboard, and clear the decks of every incumbrance. Our main boom was shot away, all our running rigging, some of the standing, most of the sails shattered; one shot in the magazine, one in my bed-place broke in four pieces; both brigs within pistol shot and coming still nearer, and no help nigh; in this situation, when I had bidden adieu to all worldly cares, and sullenly resolved to sink, the enemy, to my great astonishment, hauled his wind, and stood from us; this was a glorious chance; a dram was ad-

ministered to our brave fellows, and we then only wished to be able to catch them; but it would have been madness: we had enough to do to get ourselves into sailing condition. I saw no more of them. Next morning I stood for Yarmouth, in hopes of meeting a comrade—I borrowed two tons of water from the Roebuck, and sailed the next hour in quest of them. One shot gave me a terrible head-ach, but thank God, except a couple of scratches, I escaped; such an escape, perhaps never occurred; every soul on board had compounded for a French prison, when I gave the orders “to wear.” The Frenchman had no idea of my resisting, or he would have boarded us when we wore; I suppose he had at least 300 to our 40—Rule Britannia—I hope to meet them daily *not* nightly.”

At day-break, on the 15th of October, the Iris, Captain Lavie, being off Les Roches Bonnes, two sail were discovered steering towards Bourdeaux. It was soon ascertained that one was a schooner armed vessel, and the other a merchant ship, her prize, which last Captain Lavie was fortunate enough to intercept. The same night a ship opened her fire upon the Iris and did not surrender until she had received several broadsides. She proved to be the St. Pedro, Spanish corvette privateer, of 16 guns, with 150 men on board when she sailed, but part of whom had been distributed among five vessels which she had captured. The Iris had one man killed, and the enemy two killed and four wounded.

On the 24th of December, La Loire, Captain F. L. Maitland, and L’Egyptienne, Lieutenant P. C. Handfield, commanding in the absence of Captain Fleming, cruising off Rochefort, fell in with the French frigate

La Libre of 40 guns, and a complement of 280 men. She submitted after an obstinate defence of half an hour, having 20 men killed and wounded; and received so much damage that all her masts went overboard soon after the action. She sailed from Flushing on the 14th of November, in company with another French frigate of 48 guns, from which she parted in a gale of wind on the coast of Scotland. L'Egyptienne had eight seamen wounded.

The most remarkable naval occurrences that took place in the Mediterranean in the course of this year have already been recorded, but we have still to notice the determined resistance of Captain Vincent of the Arrow sloop, of 28 guns and 134 men, and the Acheron bomb, carrying eight guns, and commanded by Captain Farquhar, against a very superior French force. These brave officers sailed on the 4th of January from Malta, having under convoy 34 sail for England. They had proceeded within a few days of Gibraltar, when on the morning of the 3d of February two strange frigates were observed, with all sail set, on the weather-quarter. The private signal was made, but not being answered, the Arrow and Acheron tacked and stood towards them. They were now near enough to discover that the strangers had the appearance of being two large French frigates, on which the signal was made to the convoy for an enemy, and to make all possible sail to the appointed rendezvous. The frigates were now crowding sail in chase of the British vessels, which, however, as the wind was very light and variable rather gained upon them. The ships were cleared for action and at half past four, the Acheron having joined the Arrow, Captain Farquhar went on board, and agreed

with Captain Vincent to make sail, and to keep in the rear of the convoy for their protection. All hands were kept at quarters during the night. At four in the morning the frigates came close alongside. The Arrow hailed the headmost ship then passing under her lee; being in close order she soon came abreast of the Acheron. Being hailed by Captain Farquhar, who enquired what ship she was, she immediately gave him a broadside of round and grape, which did considerable damage to the sails and rigging of the Acheron without killing or wounding any of her crew. The Acheron returned the enemy's fire, then hove about, and gave him the guns from the other side and kept up the fire while her shot would reach him. The Arrow then bore up to the assistance of her consort and raked the enemy. About half past five the second frigate passed the Arrow without firing; a little afterwards she appeared as if intending to wear, and having her stern towards the Acheron, Captain Farquhar gave her two rounds from his larboard guns, on which she hauled her wind and stood towards the other frigate. The long wished for day-light at length appeared when it was perceived that the enemy had French colors flying, and that one of the frigates bore a commodore's pendant. At six they tacked and stood towards the British vessels. At seven the action began with great spirit on both sides; the headmost frigate being abreast of the Arrow and within half musket shot fired a broadside, which was immediately returned. She then ranged up to the Acheron and poured a broadside into her, on which Captain Farquhar commenced an action which he continued till the commodore, having engaged the Arrow in passing, came up and fired

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into him. The commander of the Acheron, undaunted by this fearful odds, now turned his fire upon this new aggressor, until he came up with the Arrow who had put her helm a-weather, and was now raking her. He then hauled his wind to clear the Arrow which appeared to be wearing, and again directed his fire on the commodore's ship. In this manner the action was continued with a degree of judgment, intrepidity and obstinacy that reflected the highest honor on the British captains till half past eight. Overpowered by such a superior force, Captain Vincent found himself under the necessity of striking his colors to the Incorruptible mounting 44 eighteen-pounders and carrying upwards of 600 men; but not until 13 of his brave crew were killed and 27 wounded; the masts, yards, sails, ropes, and rigging were cut all to pieces and many of the guns disabled, so that the ship was a complete wreck floating like a log on the water towards the conclusion of the action. Captain Farquhar, with the greatest grief saw the Arrow obliged to strike; and his own ship being much disabled in masts, sails and rigging, and part of her stern-post carried away, he considered that farther resistance on his part could be productive of no advantage. Unwilling therefore to sacrifice the lives of men who had given him the highest proof of their courage, he determined to make what sail he could with little hopes of saving the ship, but with a view to prolong the time of his being captured and to afford the convoy a better opportunity of escaping. The superiority of the enemy in sailing rendered the chase of short duration; at nine, having received one broadside and part of another, and the enemy being very near, he was obliged to surrender the little Acheron to

the French frigate *L'Hortense* of 44 guns, commanded by Mons. de la Marre La Mellerie, who finding her much disabled, set her on fire, as soon as the officers and ship's company were removed. Neither of these hard-earned trophies was destined to bear the enemy's flag. About three hours after they had taken possession of the *Arrow*, it was found that she was sinking fast, as she had upwards of thirty shot-holes under water. In spite of all the efforts made both by the French and by her crew, she sunk about one in the afternoon, with three unfortunate wounded men who could not possibly be taken out. To aggravate the misfortunes of the gallant crew, they saved nothing but the clothes they had on. The *Incorruptible* having taken and burned two of the convoy, a transport and a merchant brig, then proceeded with her prisoners to Carthagena, and the crew of the *Acheron* were landed by *L'Hortense* at Malaga. Captain Vincent was afterwards presented by the committee of the Patriotic Fund with a sword valued at one hundred guineas for his conduct on this occasion.

We shall now turn to the North American station where Sir Andrew Mitchell commanded at Halifax. Here a most gallant action was fought by Sir Robert Laurie in the *Cleopatra* of 32 guns. The official account of it transmitted by that officer to the commander in chief was as follows:—

“ On Saturday the 16th of February, in lat. 28 deg. N., long. 67 deg. W., at ten A. M., saw a ship in the S. E. standing to the E. N. E. the wind at N. W.; made sail towards her; at eleven perceived the chase to be a large frigate, with fifteen ports of a side on the main deck; cleared ship for action, and hoisted Ame-

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rican colors, to induce him to bring to for us; but instead of which he made more sail; the weather squally; made and shortened sail occasionally; carried away several studding-sail-yards, and the fore-top-mast studding-sail-boom, shifted over the starboard one, and set the reefed lower studding sail; a good deal of swell; the chase apparently steering so as to keep the studding sails drawing full: and that at day-light on the 17th, was about four miles a head; fresh breezes and swell as before. At half past ten he took in his studding sails, and hauled more up; when we got within three quarters of a mile, took in ours also. At half-past eleven he hauled his main-sail up, and kept more to the wind; upon our steering so close with him upon his quarter he again set it and stay-sails, trying to gain the wind of us, (upon which point of sailing he had the advantage); we made all sail, the chase having some time before hoisted French colors and we ours.

“ On his seeming to draw a-head from us, at the distance of about half gun-shot, fired our bow chasers which he returned occasionally from his stern.

“ His guns appearing so well directed, and of heavy metal, and to prevent being raked by them, I was obliged to steer so as to keep on his quarter, though prolonging the chase. Latitude, at noon, 29 deg. 24 min. N. long. 64 deg. 20 min. W. At half past two P. M. having got within a cable's length from the enemy, he luffed close to the wind, and gave us two broadsides, which, when at less than half a cable's distance, we returned, and a warm action commenced; both ships trimming sails, steering sometimes close to the wind, and at others about three points free, during

which we had considerably the advantage. About five, having shot away his main-top-sail-yard, we forged a-head, although the mizen-top-sail was squared, and both jib, stay, and halyards gone, finding neither fore nor main clue-garnets left to haul the courses up, our running rigging cut to pieces, so as to render it impossible to either shorten or back a sail, and both main and spring stays shot away, the main-mast only supported by the storm-stay-sail stay, I was induced to cross his bow, and, by hauling up, to have raked him, in preference to exposing our stern to the fire of twenty-five pieces of cannon, from his broadside; but in the act of which an unfortunate shot struck the wheel, the broken spokes were jammed against the deck, so as to render it immoveable, as well as the rudder, which, at the same time, was choaked in the end by splinters, pistols, &c. placed near it. Our opponent, availing himself of our ungovernable situation, with the wind upon his quarter, gave us the stern, running his head and bowsprit over our quarter-deck, just abaft the main rigging; and, under the cover of a very heavy fire from muskets and musketoons, attempted to board us, but was driven back; we exchanged a few musketry with them; but their great advantage in height and superiority of numbers, as well as by their musketoons from the tops, cleared our decks and in at our ports. The only two guns we could bring to bear, being fired from within board, did them little injury, the shot passing through their lower deck. Most of our sails lying a-shiver, or partly a-back, and borne down by so heavy a ship (having been intended for a 74) going almost before the wind, and much sea running, appearing to cut us asunder at

every send, I saw no prospect of saving the ship, or the lives of the numerous wounded that then were below. On the suggestion of the first lieutenant we attempted to hoist the fore-top-mast-stay-sail; and I directed the sprit-sail top-sail to be set also; but, in the execution of which orders, every man was knocked down by their musketry and other small shot, as they made their appearance. At a quarter past five they succeeded in boarding, and I was compelled to surrender to the French frigate *la Ville de Milan*, of 46 guns, French eighteen pounders on the main deck, and eights on the quarter-deck and fore-castle; 350 men, besides several officers and passengers: commanded by Mons. Reynaud, *Capitaine de Vaisseau*, and Mons. Gillet, *Capitaine de Fregate*; the former was killed, and the latter badly wounded in the action; and immediately afterwards the *Cleopatra* became a perfect wreck, not a spar standing but the mizen mast, the bowsprit and other masts gone by the board, and I fully expected she would have foundered before both ships could get clear of each other. I trust it will be found that every exertion was made to bring a ship of so superior a force into action, and in maintaining it. *La Ville de Milan* is nearly double our size and force, being a new ship of about 1200 tons burden, and having almost twice our number of men on board, as we only mustered at quarters 199, being 10 short of complement, and that from the strength of the ship's company in able seamen, there were several on the sick list—More gallantry and bravery could not have been displayed than by both officers and men of so young a ship's company, many being under twenty years of age, and only three marines who had joined that corps, more than two

weeks before they embarked. I have no hesitation in saying, that had not the above unlucky accident occurred, she must have struck to us, as the next morning, her fore-mast and bowsprit were the only mast standing, much cut in the hull, and I counted 11 shot in the wreck of her main-mast ; that our 12-pounders could not do that justice too from its size, nor the thickness of her sides, that was so well intended."

The loss of the *Cleopatra* amounted to 20 killed, and 38 wounded, of whom two died soon after the action.

Fortunately, however, the *Ville de Milan*, with her prize, fell in a few days afterwards with the *Leander* of 50 guns, commanded by Captain Talbot, who was cruising according to the orders he had received from Sir Andrew Mitchell. From the disabled state of the *Ville de Milan* and her prize, they both fell an easy conquest to the *Leander*. The following is the account of this affair, as given by Captain Talbot :—

On Saturday the 23d of February, at twelve o'clock at noon, a sail was seen from the mast-head, bearing south of us ; the weather at this time was hazy, with squalls of wind from the northward. All sail was immediately made in chase ; the weather becoming still more hazy, in a few moments we lost sight of the chase ; at half-past two o'clock it cleared away a little to the southward, and we again got sight of her. I found that we had considerably neared the chase, and that it was a large ship under jury-masts, standing to the south-east. At three o'clock we saw another ship a short distance from the chase, steering the same course, also under jury-masts, in appearance a much larger vessel. As we closed them very fast, we soon

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clearly saw they were both frigates; on their making us out to be a man of war, they closed to support each other, fired a gun to leeward, and hoisted French ensigns from their main-stays; at four o'clock we were within gun-shot of them, they separated, the frigate nearest to us put before the wind, the other steered with it on her larboard quarter. By half-past four o'clock we got within musket shot of the smallest frigate, gave her one of the main-deck guns; when, after a few minutes hesitation, she hauled down her colors, and hove to.

“ On my hailing this frigate, I am sorry to tell you, Sir, that I was informed by them she was his Majesty's ship *Cleopatra*, of 32 guns, lately commanded by Sir Robert Lawrie, bart. She was taken on Sunday the 17th of February, after having been brought to and sustained a most severe and gallant action for the space of three hours and a quarter, by a French frigate nearly double her force, in size, in complement of men, and weight of metal.

Observing that the part of the crew left on board her belonging to his Majesty's ship *Cleopatra*, had come on deck, and taken possession of her on the ship striking to us, I hailed, ordered them to make sail, and steer after his Majesty's ship *Leander*. Again made sail in chase, and in about an hour's time got alongside the French frigate; she hauled down her colors, and struck to us without a gun being fired on either side.

“ On hailing the French frigate, you, Sir, may easily judge how happy I must have felt, on hearing I was answered by my friend Sir Robert Lawrie, who told me he was well, and that the ship was *la Ville de*

Milan, nineteen days from the Island of Martinique, bound to France.

“ La Ville de Milan, is a remarkably fine and handsome frigate, about one year old, 1200 tons burden, mounting fourteen long nine-pounders on her quarter-deck, six long nine-pounders on the fore-castle, fifteen ports of a side on the main-deck : when she sailed from France, had twenty-eight eighteen-pounders mounted on it—now twenty-six ; two were landed from her at Martinique.

“ When the action commenced between La Ville de Milan and his Majesty’s ship Cleopatra, she was commanded by Mons. Reynaud, Capitaine de Vaisseau. had on board 360 men as her complement, besides a number of officers and soldiers of the French army, going passengers to Europe.

“ The officers of La Ville de Milan agree in saying, that having dispatches on board for France, with orders not to speak any thing during their passage, every thing was done in their power to avoid being brought to action by the Cleopatra ; and they cannot forbear acknowledging that, had not the Cleopatra unfortunately forged a-head of La Ville de Milan, in the latter part of the action, La Ville de Milan must have surrendered to the Cleopatra.

“ Mons. Reynaud was killed by the last shot fired from the Cleopatra ; he was esteemed an experienced and active officer, and had served in the late King of France’s service as an auxiliary officer. He sailed in La Ville de Milan from l’Orient, the 1st of last August, as commodore of six of their largest frigates, with troops embarked on board them, to be landed on the Island of Martinique : after having performed this ser-

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vice, he was ordered, as the French officers express it, to make a *sweep* through the Islands.

“ Mons. Guillet, Capitaine de Frégate, and second captain of La Ville de Milan, commanded when she struck to us; and Mons. Carron, her second lieutenant, had the command of the Cleopatra.

“ It is not possible for officers to speak in stronger terms than the French officers do in the praise of Sir Robert Lawrie’s perseverance in so long a chase, except it is in the praise they bestow on him, his officers, seamen, and marines, for their gallant conduct during so long and severe an action.

“ It is a very painful part of my duty to be obliged to inform you, Sir, that your eldest son, who was doing duty as an acting lieutenant, is included among the number badly wounded on board the Cleopatra. Sir Robert Lawrie speaks in the highest terms of his conduct, and, indeed of that of all the officers, seamen, and marines, of his Majesty’s ship Cleopatra.

“ Sir Robert has, at my request, been so kind as to take charge of the Cleopatra, till she arrives in port. I have given Mr. Nairne, first lieutenant of his Majesty’s ship Leander, charge of La Ville de Milan.

“ The alacrity of the officers, seamen and marines, of his Majesty’s ship under my command during the chase, and their steadiness in going down to attack the two frigates, who had closed, in appearance with a determination to make a formidable resistance, convinced me, Sir, that had they waited to make the resistance they seemed disposed to do, the Leander would not have *sullied* her good name.”

On the 13th of June, the Cambrian, Captain Berresford, discovered a sail. The boats were immedi-

diately manned under the direction of Lieutenant Pigot, who proceeding himself in the launch with the utmost gallantry boarded and took the Spanish privateer schooner *Maria*, of 14 guns and 60 men. The barge instantly followed, and the vessel was carried, notwithstanding every resistance was made by her crew. In this business two of the *Cambrian's* men were killed and two wounded. The same ship captured on the 3d of July, the French privateer schooner *Matilda*, after a chase of twenty-two hours. She mounted 20 guns, carried 95 men, and had taken the English letter of marque, the *Clyde*, bound to Liverpool. She surrendered in very shoal water, and but for the exertions of Lieutenant Pigot with one of the boats, every soul in her would have been lost. The command of this vessel was given to the brave lieutenant who had taken her; and Captain Beresford having received information that there were two Spanish ships and a schooner in the river *St. Mary's*, sent him thither in the prize to bring them away. He got off the harbor on the 6th, and on the 7th proceeded with the schooner 12 miles up a narrow river, through a continual fire of the militia and riflemen, until he got within shot of a ship, brig, and schooner, lashed in a line across the river. He engaged them for an hour; the schooner grounded; on which, he had recourse to his boats; and, after an obstinate resistance, carried the ship with her guns, obliged the men to quit the brig and schooner, and took possession of all. He then turned his fire on the militia, about 100 in number, with a field-piece, and completely routed them. In this daring enterprize, Lieutenant Pigot received two wounds in the head by musket balls, and one in the leg.

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Lieutenant Masterman, of the marines, who most ably seconded all Mr. Pigot's views, escaped unhurt, to the wonder of all, though his cloaths were shot through and through. This very gallant conduct was observed by some hundreds of Americans, from the opposite side of the river, who expressed their astonishment. Mr. Pigot never quitted the deck for nearly three weeks, except to get his wounds dressed, which inspired the rest; the wind was adverse for that time; and the enemy never attempted to attack him. The ship proved to be the Golden Grove, and the brig the *Cercs* of London, taken by the schooner, a Spanish privateer, of six guns, and 70 men, two months before. The enemy had armed the ship with eight six-pounders, six swivels, and 50 men; the brig was defended by swivels and small arms.

In this gallant adventure one English seaman and one marine were killed, and 14 persons were wounded, including Lieutenant Pigot, Mr. Lawson, master's mate and Mr. Mitchell, midshipman, the youngest son, of the brave admiral of that name. On the part of the Spaniards there were 30 killed and 22 wounded.

In the West Indies numerous instances of the gallantry characteristic of British seamen, were displayed in actions between single ships:—On the 8th of February, Captain Bettesworth, of the brig *Curieux*, of 16 guns, being about 20 leagues westward of Barbadoes, perceived a large brig on his lee-bow. She immediately bore up, and made all sail away; but after a chase of twelve hours, during which, she tried every point of sailing to escape, the *Curieux* arrived within point-blank shot; on which she took in her studding sails, brought to on the starboard tack, hoisted

French colors, and commenced a very brisk and heavy fire of great guns and small arms. The Curieux being now within pistol shot, ranged under the enemy's weather quarter, and discharged her great guns. The action continued with great obstinacy, on both sides for about 40 minutes, when the enemy getting on Captain Bettesworth's weather-quarter, he conceived, from their having in a great measure left their guns, and giving three cheers, that they intended to board. His spirited antagonist was then steering for his leeward quarter, when he put his helm to starboard and caught her jib-boom, between the after fore shroud and fore-mast of the Curieux. In this situation she remained till her decks were completely cleared; when, at the moment the British seamen were going to take possession the vessels parted and the fore-top-mast of the enemy went overboard. They however continued for a short time to fire with musketry and then hauled down their colors. The prize proved to be La Dame Ernouf of 16 long French sixes and 120 men, a very fast sailer, coppered and remarkably well found; but though she carried the same number of guns, and of the same calibre as the Curieux, she was not so large as that vessel. The loss of the enemy who refused to strike while there was a man on his decks was 30 killed and 41 wounded. The Curieux had five killed and four, including the captain, wounded. Among the former was Mr. Maddocks, the purser, who, as the first lieutenant was left behind, on leave, from the hurry of sailing, volunteered his services and was killed gallantly fighting at the head of the small-armed men. "I cannot help stating, says his captain, as a tribute to the memory of so worthy a young man, that in him the service has lost a

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good officer, and every body that knew him, a valuable friend and companion."—In transmitting to the Admiralty the account of this obstinate action, Sir Samuel Hood, the commander-in-chief at the Leeward Islands, bears this testimony to the merits of the brave captain of the *Curieux*. "Indeed, I want words to express the gallantry and spirit of this officer, who so lately received three wounds in capturing the sloop he now commands, and has again a severe wound by a musket-ball in the head; and I trust will merit the notice of the Lords Commissioners of the Admiralty as an emulative and promising officer, that has gained every step by his zeal and courage."

The very gallant defence of the *Windsor Castle* packet commanded by Captain Sutton, on her passage from Falmouth to Barbadoes, where she arrived about the middle of March is worthy of notice. She fell in, to windward of the Island, with a large French privateer brig, carrying 20 guns, twelve and nine-pounders, and 175 men. She came down under the lee-bow of the *Windsor Castle*, when she tacked ship, with Spanish colors flying, but soon after hoisted French, and fired a broadside. The packet continued her course, making use of her small arms only, as she could not bring any of her great guns to bear on the privateer. She then ranged up close under the *Windsor Castle's* quarter, and twice attempted to board, but was repulsed with the loss of several of her crew. At length the packet had the good fortune to get two of her guns, with round and cannister, to bear on the brig, and carried away her bowsprit and main-top-mast, when she dropped astern, to repair her damage, which must have been great. The defence of the packet which

maintained a running fight of four hours, reflects the highest honor on Captain Sutton and her brave crew. One of her men was killed and three passengers and six seamen were wounded. The merchants of Barbadoes voted Captain Sutton a piece of plate of the value of 150 guineas for the preservation of the mails committed to his charge.

On the 3d of April, the *Bacchante* of 20 guns, commanded by Captain Dashwood, captured off the Havannah, his Catholic Majesty's schooner *la Elizabeth*, of ten guns and forty-seven men, commanded by Don Josef Fer Fexeyron—She was charged with dispatches from the governor of Pensacola which were thrown overboard previous to her surrender. Having received information that there were three French privateers in the harbor of Mariel (a small convenient port, a little to the westward of the Havannah) which had annoyed most considerably, the British trade passing through the Gulf, Captain Dashwood determined, if possible, to root this band of pirates, which plundered and ill treated the crew of every vessel they met with, particularly the Americans. Lieutenants Oliver and Campbell having, in a most handsome manner, volunteered their services on this hazardous occasion, they were dispatched on the evening of the 5th, in two boats. As it was absolutely necessary to gain possession of a round tower near forty feet high, on the top of which were planted three long twenty-four pounders, with loop holes round its circumference for musketry, and manned with a captain and thirty soldiers, Captain Dashwood gave directions to attack and carry the fort previous to their entering the harbor, so as to enable them to secure a safe retreat. Lieutenant

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Oliver, the senior officer, being in the headmost boat, finding himself discovered, and that not a moment was to be lost at such a critical period, most nobly advanced without waiting for his friend, landed in the face, and in opposition to a most tremendous fire, without condescending to return the salutation, mounted the fort by a ladder, which he had previously provided, and fairly carried it by a coup-de-main with thirteen men leaving a midshipman, with three others, to guard the boat, with an accident to only one brave man (George Allison) wounded, who was unfortunately shot through the body before the boat touched the ground. The enemy had two killed and three wounded.—Lieutenant Oliver, leaving Serjeant Denslow, of the marines, with six men to guard the fort, and having been rejoined by Lieutenant Campbell, dashed on to attack the privateers, but to their great mortification, these gallant officers found that they had sailed the day previous on a cruize; they were therefore obliged to be contented with taking possession of two schooners, laden with sugar which they most gallantly brought away from alongside a wharf, in spite of repeated discharges of musketry from the troops and militia which poured down in numbers from the surrounding country.—“I should not,” says Captain Dashwood, in his narrative of this affair, “have been thus particular in recounting a circumstance, which was not attended with ultimate success, were it not to mark my admiration of the noble conduct of Lieutenant Oliver in so gallantly attacking and carrying a fort which, with the men it contained, ought to have maintained its position against fifty times the number that were opposed: but nothing could withstand the prompt and manly

steps taken by that officer and his gallant crew on this occasion."

The Chesterfield packet, Captain Blight, which left Falmouth on the 14th of June, for Jamaica, had arrived off the east end of that island, from which, on the morning of the 21st of July, she was not more than three leagues distant, when she fell in with a stranger ship, that soon hoisted Spanish colors, and approached near enough to gall her considerably with her two long twelve-pounders. The boarding nets of the Chesterfield were immediately got up, two of her four pounders were placed aft, and the crew were all in high spirits for a brush at the Dons, though their decks swarmed with men. The stern-chasers did great execution and the Chesterfield maintained a running fight till one P. M. when the little wind there was died away and she was quite becalmed. The enemy now took advantage of their long sweeps, and coming alongside, made three very vigorous efforts to board, but were as often repulsed with great slaughter; and their captain was wounded in several places. They now dropped astern and raked the Chesterfield dreadfully. Captain Blight, however, continued the conflict with the utmost obstinacy till he was himself badly wounded and his mate mortally, his ammunition expended, even that for the small arms, his rigging, masts and yards cut to pieces. In this situation he found himself compelled to strike but in this some difficulty occurred as the colors had been tacked above the mizen-top by one of the passengers, who behaved, during the action, with the coolest and most determined intrepidity. One of them, Mr. Thomson, a student of Christ Church College, who never quitted the deck during the whole

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contest, was severely wounded in the act of carrying the mate to the hatchway.

An action, not surpassed by any that has occurred during the present war, was fought by Captain Zachary Mudge, in the *Blanche* frigate of 36 guns.—At eight in the morning of the 19th of July, being in lat. 20 deg. 20 min. north,° long. 66 deg. 44 min. west, the *Blanche* fell in with a division of the enemy consisting of the following ships:—

La Topaze of.....	44 guns	410 men.
Le Departement des Landes	22 guns	236 men.
La Torche.....	18 guns	213 men.
Le Faune.....	16 guns	123 men.

These vessels were at first discovered under easy sail from the weather-cat-head of the *Blanche*, which had only 215 men, 30 of her complement being in prizes, and eight left on board one of the frigates at Jamaica. Captain Mudge kept to the wind till he was near enough to distinguish colors and then made the necessary signals to ascertain whether they were enemies. At ten, when a-breast, about three miles distant, they all bore up, and hoisted English ensigas; but from the make of the Union, and color of the bunting, with other circumstances, he concluded they were French, and therefore determined to sell the ship as dearly as possible, (for sailing was out of the question, the *Blanche* having little or no copper on, the last nine months, and sailed very heavy). Having brought to, with the main-sails in the brails, at eleven the commodore ranged up within two cables length, shifted his colors and fired a broadside, which was returned by the *Blanche*. When within pistol-shot, the action be-

came warm and steady, the ships never without hail of each other, running large, under easy sail, Le Department des Landes on the starboard quarter, and the two corvettes close a-stern. At 45 minutes past eleven the *Blanche* became ungovernable, and was reduced to a perfect wreck; the sails totally destroyed, ten shot in the fore-mast (expecting it to fall every minute) the main-mast and rigging cut to pieces, seven guns dismounted, and the crew reduced to 190, and the rest falling fast, with no probability of escape. In this situation, Captain Mudge, called a council of officers for their opinion, who deemed it only sacrificing the lives of the remainder of as brave a crew as ever fought, to hold out longer, as there was not the smallest prospect of success; he therefore, at twelve, ordered the colors to be struck, and was immediately hurried on board the commodore. At six the officers who had charge of the *Blanche*, returned, and reported the ship to be sinking fast, on which she was fired; and in about an hour after, she sunk, for the magazine had been some time under water. Thus fell the *Blanche*, "but," as her brave captain emphatically observes, "thank God, she was not destined to bear French colors, or to assist the fleet of the enemy."—Considering the obstinate defence of the brave crew of the *Blanche* against a very superior force, her loss was but small; being 8 men killed and 15 wounded. In the number of hands on board at the commencement of the action, were included 17 boys, and 14 men were on the sick list. Two of the French ships which assisted in the capture of the *Blanche*, fell, not long afterwards, as we have seen, into the hands of the British cruisers.—Captain Mudge, on his return to Eng-

land, was tried, according to custom, for the loss of
of his ship, and of course honorably acquitted. On
his sword being presented to him, the president made
the following speech : —

“ I feel the greatest satisfaction and pleasure in the
discharge of this part of my duty, having to convey to
you the just sentiments which the members of this
court entertain of your very able and gallant conduct
in the defence made by you of his Majesty's late ship
Blanche, against a very superior force of the enemy's
ships ; and likewise of the spirited support afforded
you by the officers of every description, as well as the
seamen and royal marines under your command, in
the discharge of their duty : and which reflects upon
you and them, on that occasion, the highest degree of
merit and approbation.

“ JOHN SUTTON,

“ President of the Court Martial.”

“ *Salvador del Mundo, Plymouth,*

“ 14th October, 1805.”

We have already adverted, at the commencement
of this volume, to the capture of the Diamond Rock.
The particulars of that event, so highly honorable to
the gallant Captain Maurice and his brave little gar-
rison of about 100 seamen, are deserving of a more
circumstantial statement. This cannot be done better
than by inserting the official letters transmitted by that
officer to Lord Nelson and Admiral Cochrane.

“ *Barbadoes, June 6th 1805.*

“ It is with the greatest sorrow I have to inform
you of the capture of the Diamond Rock, under my com-

mand, which was obliged to surrender, on the 2d inst. after three days attack from a squadron of two sail of the line, one frigate, one brig, a schooner, eleven gun-boats, and from the nearest calculation 1500 troops. The want of ammunition and water was the sole occasion of its unfortunate loss. Although I shall never cease to regret the accident, yet it is some consolation to think so many valuable lives are saved to his Majesty's service, having only two killed and one wounded. The enemy, from the nearest account I have been able to obtain, lost on shore 30 killed and wounded, independent of the ships and boats: they also lost three gun-boats and two rowing-boats. Allow me to speak in the highest terms of the officers and men under my command; and I trust when the court-martial shall have taken place, that their hardships, fatigue, and gallantry will merit your lordship's approbation, having been 19 days under arms, and some of them obliged to drink their own water. I beg leave to enclose the articles of capitulation.

"I have the honor to remain, &c. &c.

" J. W. MAURICE."

" *Rt. Hon. Lord Viscount Nelson, &c.*"

ARTICLES OF CAPITULATION.

- I. That the garrison with all its works shall be delivered up entire.
- II. That the garrison shall be allowed to march with their arms to the Queen's Battery, with drums

beating and colors flying and there lay down their arms.

III. That all private property shall be secured to the officers and men.

IV. That the garrison shall be sent to Barbadoes at the expence of the French nation; but not to serve till regularly exchanged.

V. That the garrison is capable of holding out a few days longer, and two hours given for an answer, when hostilities will be recommenced.

French Squadron that attacked the Rock.

Pluton.....	74	Berwick.....	74
Sirene.....	40	Argus brig.....	16

La Fine schooner, 18 swivels, and eleven gun-boats each mounting three pieces of cannon.

“ Barbadoes June 19, 1805.

“ In my letter of the 6th inst. to the Right Honorable Lord Viscount Nelson, stating the unfortunate loss of the Diamond Rock, under my command, and from the vessel sailing directly on my arrival here, I was unable to state to his lordship the particulars of the action. I therefore beg leave to enclose the narrative for your information.

“ I have the honor to remain, &c.

“ J. W. MAURICE.”

“ To Rear-Admiral Cochrane.”

“ Barbadoes, June 19, 1805.

“SIR,

“ In my letter of the 14th of May, to Sir Francis Laforey, I informed him of the arrival of the enemy’s combined squadron off the Rock, and of our having had one hour’s partial action with them as they passed it; their force consisting of 16 sail of the line, eight frigates, three brigs, (one armed en flute) and his Majesty’s late sloop Cyane.

On the 16th of May, at half past seven in the morning, saw a large ship rounding Point Saline, and from her appearance I plainly saw she was a ship of the line, and from the cut of her sails an enemy. At eight she hoisted a Spanish ensign and pendant; I immediately ordered French colors to be hoisted as a decoy, which fully answered my wishes, for at twenty minutes before nine she had got under the lee of the Rock, at the distance of three-quarters of a mile, when I shifted the colors and opened a well-directed fire of round and grape from Fort Diamond; the first shot striking her under the fore channels, she directly put her helm up, and, in the act of wearing, returned one feeble shot. From the little wind, she did not get out of the range of shot until nine, but continued running before the wind until twelve. At two an enemy’s brig stood out of Port Royal, and beat to windward of the Rock, where she continued to cruize. I was now fully satisfied, in my own mind, of the intention of the enemy to attack the Rock. From the 16th to the 29th, the Rock was completely blockaded by frigates, brigs, schooners, and small boats, sloop rigged, which prevented any supplies from being thrown in to me; for on the 25th, a sloop from St. Lucia, with my second

lieutenant, who had carried dispatches to Barbadoes, and the purser, who had gone over to complete the provisions to four months, were taken under my guns, endeavoring to throw in some barrels of powder, although we covered her with a spirited fire from Fort Diamond, Centaur's Battery, and Maurice's Battery. On the 29th, at half past five in the evening, two ships of the line, one frigate, and a schooner, with 11 gun-boats in tow, stood out from Fort Royal all under sail. I had now not the smallest doubt that the squadron was intended for the attack of the Diamond. The Rock was put into the best possible state of defence, as far as little ammunition and water would allow; but I was determined to defend it while I had any remaining. On the 30th, at sun-rise, the enemy's squadron had fallen far to leeward; but the wind unfortunately veering very much to the southward (indeed farther than I had known it for some months) enabled them to fetch as high as St. Ann's Bay, where they continued under easy sail for the night. On the morning of the 31st, at sun-rise they were still under easy sail, far to windward; but from the number of their signals, and having cast off their boats, I was convinced the attack would be made soon. At seven the enemy bore up in a line for the Rock, the gun-boats, &c. keeping with them, crowded with troops. Seeing the impossibility of defending the lower works against such a force, and the certainty of our being prevented from gaining the heights without considerable loss, and which could not be defended any time without us, with the greatest reluctance I ordered the whole above the first lodgment, having a man at each gun to give the enemy their discharge, which they did,

and joined me over the North Garden Pass, excepting the cook, who was made a prisoner. What powder was left below we drowned, and cut away the launch, that she might not be serviceable to the enemy. At ten minutes before eight we had every person up, and the ladders secured, when the Berwick opened her fire within pistol shot, and at eight the whole of the enemy's squadron of ships and gun-boats were in action, which was returned by Hood's Battery, and Fort Diamond; the whole of the troops in the boats keeping up a heavy fire of musketry. It was a fortunate circumstance we quitted the lower works when we did, as our own stones, hove down by the enemy's shot, would have killed and wounded the whole of us. I was now busily employed in placing the people on the different lodgments, with small arms, to harass the enemy as they landed, and cover themselves. I am happy to say that the execution done was considerable; for the fire of our men was so galling, that the seamen left their boats, excepting three men in each, who were shot dead, and three of the gun-boats went adrift; two of them went on shore at Martinique, and were beat to pieces, and the other went to sea. The whole of the enemy's squadron were constantly employed during this day in bombarding the Rock, as they could fetch in to windward of it. At night the whole of the men were posted on different lodgments, to harass the enemy, as they threw in reinforcements: on the 1st the enemy's squadron employed constantly bombarding the Rock, the fire from the troops much more spirited: on the 2d the enemy's squadron bombarding as before, who had been reinforced with another brig, but the fire from the troops this day very severe, as

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they had during the night got under the rocks in the surf, and were covered by the over-hanging rocks, and as our men appeared fired up. At four in the afternoon, on examining into our ammunition, I found we had but little powder left, and not a sufficient quantity of ball-cartridges to last until dark, and being firmly of opinion the enemy meant to endeavor to carry the heights by assault that night, I thought it a duty I owed to those brave fellows who had so gallantly supported me during three days and two nights constant battle, to offer terms of capitulation; and having consulted my first lieutenant, who was of the same opinion, at half past four, the unhappiest moment of my life, I threw out a flag of truce, which returned at five, with honorable terms for the garrison, and the next morning we embarked on board the *Pluton* and *Berwick*, and on the fourth we were sent to Barbadoes in a cartel, agreeably to the articles, except fourteen men, whom they forcibly detained unknown to me, getting men to swear they were French. I have written to Captain Rempt, agent for prisoners of war, stating the business, as well as their endeavoring to entice the whole of my crew to enter into their service, but, thank God! I trust no Englishman, let him be ever so bad, is base enough to do it. I beg leave to recommend in the strongest terms, the able and gallant support I received from my first lieutenant, Mr. Robert Adams Wadham, and whose services at different times in carrying dispatches to Barbadoes, relating to the enemy, merit my warmest acknowledgments. I am also much indebted to Lieutenant Watson, of the marines, for his active and able support. Those, Sir, were the only officers I had, but I needed not more,

for the conduct of the whole of my people was so active, orderly, and gallant, that I shall always reflect on it with pleasure to the latest day of my life. Indeed, when you observe that we had only two killed and one wounded, you will perceive, that had not my orders been put in execution with the greatest promptness, and attention, we must have met with great loss, and, had I let loose their valor, I should have lost half my men. Their fatigue and hardships are beyond description, having only a pint of water during 24 hours, under a vertical sun, and not a moment's rest day or night; and several of them fainted for want of water, and were obliged to drink their own water. A schooner had brought out sixty scaling ladders, to attempt us that night under cover of the ships, and four more ships of the line were to have come against us the next day. Indeed the whole of the combined squadron's launches were employed on the service, and not less than three thousand men. The captain of the Sirene frigate was wounded through the knee. My only consolation is, that although I unfortunately lost the Rock, I trust its defence was honorable, and hope it will merit your approbation.

"I have the honor to remain,

"Your most humble and obedient servant,

"J. W. MAURICE."

At a Court-Martial assembled on board his Majesty's ship *Circe*, at Carlisle Bay, Barbadoes, the 24th June 1805, for the trial of James Wilkes Maurice, Esq. Commander, the officers and crew of his Majesty's late sloop *Diamond Rock*, taken by a squadron of the enemy's ships on the 2d instant.

PRESENT.

Captains,

Jonas Rose, *President.*

George Tobin,

William Champion,

R. Henderson,

Joseph Nourse.

The court being duly sworn according to act of parliament, in pursuance of an order from the Hon. Rear-admiral Cochrane, commanding his Majesty's ships and vessels at Barbadoes, the Leeward Islands, &c. &c. &c. dated the 23d June, 1805, directed to Jonas Rose, Esq. Captain of his Majesty's ship *Circe*, and senior officer of his Majesty's ships and vessels at Barbadoes, which being read before the members and judge-advocate then in open court, and before they proceeded to trial, the letter from James W. Maurice, Esq. was read, and after having heard what the said James Wilkes Maurice Esq. commander, the officers, and company of the late sloop *Diamond Rock* had to offer in their defence, the court is of opinion that Captain J. W. Maurice, the officers and company of his Majesty's late sloop *Diamond Rock*, did every thing in their power to the very last, in the defence of the *Rock*, and against a most superior force; and Captain James W. Maurice behaved with firm and determined resolution, and did not surrender the *Diamond* until he was unable to make further defence for want of water and ammunition; the court do therefore honorably acquit Captain Maurice accordingly.

The Court cannot dismiss Captain James W. Maurice without expressing their admiration of his conduct in the whole of the occasion; and also they ex-

press the highest approbation of the support given by the officers and men under his command: a circumstance that does high honor to them; does no less credit and honor to the discipline maintained by Captain J. W. Maurice; and therefore do unanimously and honorably acquit the said officers and ships' company, and they are unanimously and honorably acquitted accordingly.

(Signed) JONAS ROSE.
WILLIAM CHAMPION.
GEORGE TOBIN.
JOSEPH NOURSE.
ROBERT HENDERSON.

THOMAS HORT,

Appointed Deputy Judge Advocate upon this occasion.

On the return of Captain Maurice to England he was immediately appointed to the command of the Savage sloop.

In consequence of information received by Captain Wright, of the Swift sloop, while on his station at Honduras, that a schooner guarda costa had taken several vessels trading to that settlement and was likely to do much more mischief, he resolved to detach his second lieutenant Mr. James Smith, with a party of men, in the Marianne schooner, in quest of the enemy. While cruising according to the directions of Captain Wright, Mr. Smith was informed by some Carribean fishermen that a guarda costa was at anchor under the batteries of Truxillo, and that she had recently captured and carried into that port the schooner Admiral Duckworth of Jamaica, with another vessel from Honduras. Conceiving it a duty incumbent on him to

prevent if possible any farther depredations, he stated to his people the information he had received, and they readily volunteered to make an attempt to cut her out. Accordingly on the evening of the 13th of August the *Marianne* stood over, under cover of the night, for the harbor of Truxillo, and got well into the bay without being discovered, when two small boats were manned with six men each. Lieutenant Smith gave the charge of one to Mr. Walker, boatswain, and of the other to Mr. Bowler midshipman, with directions to pull in close along shore, and ascertain whether his information was correct; standing in, at the same time, with the schooner to cover the boats if occasion required. The wished-for object was soon discovered and was instantly boarded with the utmost intrepidity by the boat's crew under Mr. Bowler, the other from pulling heavy, being unable to get up. After some resistance from the enemy they obtained possession of the ship, the captain and some of his men jumping overboard. The noise occasioned by the contest alarmed the forts, which opened a very heavy fire. The cables were then cut and all sail made, the forts keeping up a continual fire till the gallant captors were out of gun-shot, which they returned from both vessels. The prize proved to be *La Caridad Perfecta*, schooner-rigged, copper-bottomed, and pierced for 16 guns, but mounted only with 12, and had on board but 15 men, the remainder of her complement being on shore at the time. This service was performed without injury to any of the brave men engaged in it.

The schooner *Mozambique*, of 12 guns and 45 men, commanded by Lieutenant John Campbell, in returning from Tortola, whither she had escorted a detach-

ment of ships from the other islands to join a convoy, fell in with the famous French privateer *Grande Decidé*, of 30 guns and 250 men. The Frenchman, confident of making this little bark his prize, dashed alongside, but met with such an unexpected and warm reception, that he was obliged very soon to haul off to repair his damages. He began the attack a second time with no better success, as the gallant little crew of the *Mozambique* fought with redoubled courage, and so tore up the privateer, that she was obliged finally to sheer off. Our little bark, however, pursued the enemy, with a determination to take him by boarding, which the height of the netting prevented. As an adieu, however, they gave the privateer a third and complete mauling.

Captain George Tobin of the *Princess Royal*, had, on the 5th of October, the good fortune to retake near Tobago, the *Cyane* corvette of twenty 5-pounders, two fours, and six 12-pound carronades, with a crew of 190 men, commanded by M. Mesnard. She had left Martinique a few days before in company with the *Naiad* brig, of 18 guns and 200 men, which by taking, a more prudent situation and her superior sailing, effected her escape without any apparent injury. When they were first discovered, Captain Tobin saw no chance of overtaking them by an avowed pursuit; he therefore disguised the *Princess Royal* as much as possible, which had the desired effect of bringing them down. Captain Mesnard defended his ship in a very gallant manner, but was soon obliged to strike. The second captain, M. Gautier, and two seamen were killed; an enseigne de vaisseau and eight seamen wounded on board the *Cyane*. The *Princess Royal*,

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which was at the time above thirty men short of her complement, had her sails and rigging much cut: she had one man killed and six wounded, one of them mortally.

On the 13th of October, Captain Champain, in the *Jason* of 32 guns, discovered a strange brig, and immediately made all sail in pursuit of her. After a chace of nine hours, he close hauled her, at the distance of five miles; and after a partial firing of fifteen minutes compelled her to strike. She proved to be the French national corvette *Naiad*, commanded by Mons. Hanon, lieutenant de vaisseau, pierced for 22 guns, mounting 16 long twelve-pounders, with four brass two-pound swivels, and had on board 170 men, one of whom was killed in the action. She was on a two month's cruize from Martinique; and had been out fifteen days without making a capture. She came from Europe in March with the Toulon squadron, was one of the largest brigs in the French service, extremely well fitted and a remarkably fast sailer.

In the detail of occurrences in the East Indies, it will be necessary to go back into the year 1804, as the particulars of a remarkable encounter which took place in that quarter had not reached this country when we closed the preceding volume of this work.

On the morning of the 18th of September, Captain James Lind, whom the commander-in-chief, Admiral Rainier had appointed to the command of the *Centurion* of 50 guns, in the absence, by indisposition, of Capt. Rainier, was at anchor in the road of Vizagapatam, waiting till the *Princess Charlotte*, East Indiaman, and the country ship, the *Barnaby*, which he had been directed to convoy to Madras, had completed their cargoes, when

three ships were perceived under the land in the southwest, coming down before the wind with all sail set. About half past nine A. M. it was seen that the strange ships were enemies and were a line-of-battle ship and two frigates. The former hoisted her colors a flag at the mizen-top-mast-head and was rightly conjectured to be the *Marengo*, Admiral Linois. The frigates were the *Atalante* and *Semillante* of 36 guns each. For the information of the convoy, the signal of an enemy being in sight was hoisted, and soon afterwards one for the convoy, as they were best able to put into a port in view. This was done that the two ships might get close in shore for protection, or, if necessary, run on it. The *Barnaby* complied with this signal; she ran in shore, but unfortunately afterwards got into the surf, and was totally lost. About ten, A. M. the headmost of the enemy's ships, a frigate, was about half a mile from the *Centurion*, without any colors flying. Several shot were fired at her. About the same time the cable was cut, and topsails sheeted home, which were already loose for the purpose; by these means the broadside was brought to bear upon the enemy, and the ship prevented from being boarded or raked; by this manœuvre, likewise, a frigate, that was within a cable's length of the *Centurion*, and appeared to have an intention to board, got a close and well directed broadside into her: the action soon became general; the three enemy's ships directed their fire on the *Centurion*, their only object, for the *Princess Charlotte* Indiaman had very early struck her colors. The *Centurion* stood in-shore, the *Marengo* and one frigate on the starboard quarter, the other frigate on the larboard; they were all less than

half a mile distant, and kept firing, which the Centurion returned. Her fire was chiefly directed against the Marengo. About a quarter before eleven the French ships stood to sea; and immediately after this Captain Lind got on board, though with much difficulty and danger. He had been on shore to expedite the sailing of the convoy, and was not present in this early part of the action, for, till now, the Centurion had been under the direction of Lieutenant James Robert Philips, the first lieutenant. Captain Lind, as soon as he was informed that there were suspicious ships coming into the roadstead, hurried down to the beach, and got into a boat manned with natives: they proceeded some distance, ignorant of the cause of his hurry; but when the firing commenced, they wanted to return to the shore. This he prevented but could not make them, either by threats or promises, put him on board during the firing. For some time the boat was in the line of fire; and as he would not let her be carried on shore, the boatmen were with great difficulty prevented by Captain Lind from jumping overboard, swimming to the shore, and leaving him alone in the boat. At last a favorable opportunity offered; the boatmen embraced it quickly, then took the boat to the nearest port, and ran off into the country, as did many of the inhabitants of the town of Vizagapatam. On his coming on board, Captain Lind found the sails and rigging so very much cut as to render the ship not in a state to be worked, and therefore anchored at the back of the surf, about a mile and a half to the north-east of the town. This situation was the best he had it in his power to take, both for defence, and to prevent the Centurion from falling into the

possession of the enemy if overpowered.—A battery of three guns at the town, under the command of Col. Campbell, of his Majesty's 74th regiment, had kept a fire on the enemy, whilst within reach in the roadstead, but the ship was too far distant to receive any support from it. Captain Lind sent on shore to request guns might be brought nearer on the beach, but this was totally impracticable. He prepared again for action; and whilst thus employed, the enemy, in the offing, wore and stood towards the Centurion; the Marengo, after having repeatedly tried the range of her guns, came to an anchor abreast of the ship, and about a mile distant; clewed up her top-sails, furlled her courses, and commenced cannonading. This threatening appearance of being determined to persevere and to succeed, only served to animate the undaunted crew of the Centurion to make still greater exertions for her defence with her lower-deck guns, the only ones that would reach the enemy, though all her shot reached the English vessel. In the mean time one of the frigates kept under sail on the quarter of the Centurion and nearer than the Marengo, annoying her greatly, while the other frigate carried off the Indiaman from the anchorage in the road. This cannonading had continued nearly two hours, during which it had been kept up with vigor on both sides, when the Marengo cut her cable and stood to sea. By some of her last shot the cable of the Centurion was cut, on which she made sail, and got farther off shore, before she brought up with the sheet-anchor. Captain Lind supposing that the Marengo intended to make a short stretch, tack, and renew the action nearer, made all the necessary preparations for giving her a warm

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reception; but she stood to sea with the frigates and her prize, the Princess Charlotte, and a little before sun-set bore up to the north-east towards the bottom of the bay. In this unequal contest, in which the coolness, courage, and discipline of British seamen were so conspicuously displayed, the Centurion sustained considerable damage in her masts, yards, and rigging. Fortunately very few of her brave crew suffered: one was killed and only nine wounded. Admiral Rainier in his official dispatch, says:—"The gallant and spirited conduct displayed by Captain Lind, his officers and crew, in the defence of his Majesty's ship Centurion, against so great a superiority of force, under every advantage on the part of the assailants, with the complete defeat given the French admiral and squadron in the conclusion, merits every encomium, and I trust, will be honored with your lordships' approbation. For my part, I do not hesitate to rank this brilliant action with the most famous of the defensive kind recorded in the annals of the British navy."

On the 8th of March, 1805, Captain Lambert of the St. Fiorenzo of 36 guns, received information, from the chief secretary of government, that a suspicious vessel, supposed to be the Psyche, French frigate, had appeared off Vizagapatam. He accordingly proceeded in quest of her, and on the 13th, at six A. M. had the satisfaction to discover three sail at anchor under the land, but they shortly afterwards weighed and made sail to the southward. Captain Lambert plainly perceived that one was a frigate, and the other two appeared to be merchant ships. He continued the chase till half past seven, P. M. the following day, when he overtook the sternmost vessel, which proved

to be the *Thetis*, country ship, prize to the French frigate *Psyche* of 36 guns and 250 men, under the command of Captain Bergeret, then a-head at a short distance. Captain Lambert, finding that the enemy had abandoned the *Thetis*, left a midshipman in charge, and continued the chase after the frigate, then making off under all sail. At ten minutes past eight he brought her to close action, at the distance of half a cable's length, and continued engaged till half past eleven, at which time, finding all his running rigging very much cut up, he hauled off to repair it. At midnight the *St. Fiorenzo* again bore up to renew the conflict, but just as she was about to recommence her fire, an officer came on board from the *Psyche* to intimate that Captain Bergeret had struck. During the action, Captain Lambert was occasionally annoyed by the fire of *l'Equivoque* privateer, of 10 guns and 40 men. This vessel had been the *Pigeon*, country ship, taken and fitted out in that manner by Captain Bergeret; and as she was an excellent sailer, she effected her escape during the night. The loss of the *Fiorenzo* in this action was rather heavy; 12 of her crew being killed and 36 wounded; but compared to that of the enemy it was insignificant.—On board the *Psyche* 57 were killed, including the second captain and two lieutenants, and 70 wounded—Captain Bergeret was the same officer that commanded *La Virginie*, when captured by Sir Edward Pellew in the *Indefatigable*. In the letter enclosing an account of this affair, Admiral Rainier observes:—"I cannot help expressing myself much pleased with the animated and spirited resolution taken by Captain Lambert for renewing the attack, which was only prevented by victory, as attempts of that kind have been generally found to be

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successful, evincing the superior valor of British sailors, and exhibiting a most laudable example for imitation to the service in general. All the trading part of his Majesty's subjects throughout India rejoice on the occasion of this capture, as being more apprehensive of depredations on their trade, from Captain Bergeret's abilities and activity, than from the whole remaining force of the French navy at present in these seas united."

Nor were brilliant instances of intrepidity wanting among the commercial navy of Britain during this period. The following in particular deserve to be noticed :

In a letter from Captain John Scott of the ship Scarborough, of London, dated Barbadoes, January 27, he gives an interesting account of the defence of that ship, against a French privateer of superior force. "We were separated from the fleet," says he, "the day after we sailed from the Motherbank, the fleet being much dispersed. The next day we fell in with his Majesty's ship Swift, one of the convoy, and kept with her and ten more ships till the 5th of January, when we were all separated in a heavy gale of wind from the W. S. W. and afterwards joined by the Dorset, Captain Newton, and King George, Captain Cotter. We all agreed to keep company to Barbadoes, and give each other mutual support. On the 26th of January (yesterday,) we fell in with a French privateer, of 16 guns, full of men, (by the information I have received since my arrival, not less than two hundred,) mostly people of color, from Guadaloupe, which has done a great deal of mischief, having captured several vessels. The only means I saw for the protection of the three ships were to get some people from the Dorset and King

George on board the Scarborough, and bring her to action, which their commanders very readily complied with. I had seven men from the Dorset and five from the King George, who all volunteered their services in a very handsome manner. At four o'clock the enemy came alongside the Scarborough, opened a most tremendous fire of musketry and grape-shot, and attempted once to board, but was repulsed, and compelled to sheer off, with a great loss of men: I may boldly affirm not less than seventy. I am sorry to inform you, that my first officer, Mr. Peacock, is dangerously wounded, and I am almost afraid mortally; one of my boys shot dead, and our hull, sails, and rigging much cut. The Scarborough, notwithstanding, will be ready to proceed by to-morrow. I am much indebted to Mr. Joseph Wilson, of the 60th regiment, who volunteered his service on board the Scarborough, and fought most gallantly. My people behaved well. The action lasted for upwards of an hour. The Scarborough mounts 13 guns, and had on board 27 men and boys, including those from the Dorset and King George."

On the 2d of April, the Shannon of Workington, which had been taken on the 24th of March, about 65 leagues to the westward of Tory by a lugger privateer carrying 14 guns and 150 men, arrived at Whitehaven. From the examination of the mate before two magistrates of that town, it appeared that the Shannon, Thomas Osborn, master, belonging to Workington, took in a freight at Liverpool, from which port she sailed on the 15th of February, for Baltimore, in Maryland; that on the 23d of the same month, she was by stress of weather obliged to put into Lochindol, in Ireland;

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at which place she remained till the 22d of March, when she left it, and pursued her voyage; but, on the 24th, she fell in with, and was captured by a Dutch lugger privateer, from Flushing, called the Admiral Bruix, Captain Sieyes. Captain Osborne, and three of his crew, were put on board the privateer, and the remainder of the crew, seven in number, were left on board the Shannon, under the prize-master and nine seamen, who had orders to navigate her to a port in Holland. Of these, eight were Dutch, and two Frenchmen. The next day, the Shannon's people, which consisted of the mate, five men, one of whom had a wooden leg, and a boy about eleven years of age, rose upon the ten foreigners, whom they confined in the cabin, and took possession of the deck of the vessel, which they kept till the 29th; when, being almost exhausted through want of provisions, they made a proposal to the Frenchmen, that if they would quit the vessel, they should be accommodated with the yawl to carry them on shore in Donnegal Bay, Ireland, near to which they then were. After some parleying the eight Dutchmen consented to this offer, and accordingly, as stipulated, passed singly through the cabin-window into the boat, and steered towards the shore. The two Frenchmen remained in the Shannon, which, after encountering many storms and dangers, arrived at Whitehaven, as has been mentioned above. The recovery of the ship, under such circumstances, afforded a singular instance of skill, courage, and perseverance; which justly entitled this little band of heroes to the applause of their countrymen. The Admiral Bruix, previous to her capturing the Shannon, had taken the Wilton Wood, Fell, of Workington, from Liverpool.

to Boston; also one Scotch brig, and two vessels belonging to Shields.

On the first of July, the Brunswick, East Indiaman, sailed from Bombay for China, with three country ships, two of which parted company on the 4th. On the 11th, the Sarah, Captain M'Intosh, being the only ship then in company with the Brunswick, they fell in with Le Marengo and La Belle Poule, under the command of Admiral Linois, to whom, after an ineffectual attempt at resistance, the Brunswick surrendered. The Sarah, being considerably to windward, made for the land, closely pursued by the Belle Poule, and soon afterwards ran upon the breakers with all sails set; she immediately hoisted a signal of distress, and, from the report of the captain of the frigate, must have been totally lost. Captain Grant and the officers of the Brunswick were taken on board Le Marengo, which continued her cruise to the south. On the 6th of August, the French squadron fell in with an outward bound East India fleet, consisting of ten ships under convoy of the Blenheim of 74 guns, commanded by Rear-admiral Sir Thomas Troubridge. Every thing was immediately cleared for action. At half past five P. M. the firing commenced and continued without intermission about half an hour. From the great swell the Blenheim was unable to bring her lower deck guns to bear; the Marengo, however, found the main and quarter-deck guns too warm for her, crowded sail a-head, and kept hauling out to windward all night, still keeping in sight of the fleet. The Brunswick; which was then in company, separated from the French ships at the beginning of the action, and standing to the south was soon out of sight. At day-light the

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next morning the enemy were perceived hull-down repairing their damages, and occasionally appearing to bear up for the convoy. At six A. M. Admiral Troubridge ordered the Devonshire, Preston, and Mornington, to pass within hail of the Marengo and prepare for battle, as Linois was at this time advancing to reconnoitre the force of the English, but having run about a mile and a half to leeward, the Marengo again hauled her wind, the Indiamen being drawn up in line of battle. The French admiral and his captains now held a consultation, the result of which was that they thought the English force too much for them, and the idea of a farther attack was immediately abandoned. Linois accordingly hauled his wind and kept at the distance of seven or eight miles during the day. The Blenheim could not chase without exposing her valuable convoy to the risk of separation. At nine P. M. the enemy tacked, stood to the south, and disappeared, doubtless nor a little disgusted at the reception he had met with from a fleet, the immense value of which he had alone contemplated, without taking into the calculation the inherent valor of British seamen, whether they are destined to assert the naval renown, or to defend the commercial property of their country. In this skirmish the Blenheim, Ganges, and Cumberland were the only ships that suffered on the part of the British. The two former lost one man each. The Marengo had three men wounded, and the Belle Poule two; both ships suffered considerably in their masts, yards, and sails. They bore away for the Cape of Good Hope, where their prize, the Brunswick, was driven on shore and lost.

The British trade to Portugal experienced considerable annoyance from Spanish row-boats off the coast of that country. On the 14th of October, off Viana, about 15 miles from the shore, three ships, the Jennies, Wallington, and Vine, of Leith, were attacked by three row-boats, each carrying about 40 men, small arms, and a six-pounder. They engaged the Jennies two hours, and maintained a constant fire; but she kept them off until his Majesty's sloop Scout came to her assistance. The Scout immediately opened a heavy fire, and killed several of the enemy.—In the mean time two of the row-boats got onboard the Wallington; but had not got possession many minutes before the Scout, being at liberty, was nearly alongside, which induced the marauders, to fly to their boats for safety, after plundering the ship of every thing they could carry off, and wounding the captain with a knife in several places.—the Jennies only carried two four-pounders. Captain Mackey of the Scout bore testimony to the gallant conduct of the several captains and crews of the three merchantmen attacked, which he witnessed for some time before he was able to come up with them. Captain Brown of the Wallington, who suffered so severely in this encounter, gives the following particulars of it, in a letter to his owners, dated Oporto October 18th :—

“This will inform you of our arrival at Oporto, after a passage of twelve days. We had a very narrow escape off the bar. There was little wind, and the sloop of war and convoy about three miles a-head; seven boats came off, which we at first took for fishing craft, till they began a very heavy fire on us. We returned ours as fast as we could, and no doubt alarmed

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the headmost of them. I being the sternmost of the three ships in company, two of the boats boarded me, before the sloop of war got to our assistance, and have plundered me of every article. I at last kept by the helm, and let the people go below from the shot, after our guns could do no more service. I kept my vessel right before the wind for the sloop of war, but before we could get to her, the crew of one of the Spanish boats got up on our main chains, and seeing me at the helm, one of them ran at me with a sword, but missing his aim broke it in three pieces. He then drew his knife, and wounded me in the shoulder—Finding he intended to dispatch me, I seized him, but in the struggle, he had stabbed me twice in the side. Others of the Spaniards, more humane, took him away, or else he would have completed his design. The surgeon of the sloop of war has dressed my wounds; but, before he got to me, I had lost a deal of blood, from that I am very weak. I have received much attention from the merchants here. Captain Lowrie got on board long before the surgeon, and dressed my wounds: and was the means of stopping a great deal of the bleeding. There are 200 shot through our sails and topmast, several of our lower shrouds cut, with different shots in our masts. If I had had twelve-pound carronades on sliders, in place of the guns I have, am certain I could have sunk these robbers."

A massacre almost unparalleled even in the annals of piratical barbarity was perpetrated on board the ship *Esther*, by the crew of a French privateer, off Charleston, in America. The circumstances of this horrible transaction, as stated upon oath by two seamen belonging to the ill-fated vessel are these :—

On Monday, the 28th of October, they sailed in the Esther from Charleston, bound to London, in company with the ship Ariel, Captain Payne; Minorca transport, Captain Wood; and a schooner, under convoy of his Britannic Majesty's sloop of war Petterel, being manned with 35 men, two of whom shipped on board the Peterel. They continued in the prosecution of their voyage without meeting with any material occurrence, until Thursday following at two o'clock A. M. when the ship was taken aback and struck by a very heavy sea under the counter, which, as they soon after discovered, caused her to make eighteen inches of water per hour. The crew immediately got the powder out of the magazine on deck, and discovered the leak near the stern-post. Captain Irving asked the carpenter whether he could stop the leak, and being answered that it was impossible to stop it at sea, the crew were called aft, and they unanimously agreed to steer up and speak the Commodore. At noon they got within hail of the Commodore, and informed him of their leaky condition; and, taking into consideration the season of the year and the bad weather, he recommended that they should return to port. They accordingly bore away for Charleston, and joined the Minorca, which had borne away some time before, also in a very leaky condition. On the morning of the 3d, about eight o'clock they arrived off the bar, and a pilot was put on board of each ship, who informed them that there was a French privateer in shore; They immediately cleared the decks for action, and about nine o'clock they saw the privateer bearing down upon them. At ten she came within gun-shot. The ship Esther immediately after gave her a broad-

side, and she hauled her wind and stood off, until between four and five o'clock in the afternoon; when she again ran down upon the ship and received another broadside, fired one gun in return, veered round and again stretched off. The next morning about eight o'clock, she again returned, and fired one gun at the Esther, which was returned by a broadside, and the privateer sheered off a third time. They did not come to action after that till the morning of the 5th at seven o'clock, when the privateer ran down upon them with an intention to board, and received the Esther's broadside. After this a severe conflict was kept up by both parties for about three quarters of an hour; when the privateer boarded with nearly the whole of her crew. The intrepid commander of the Esther continued the fight about twenty minutes after being boarded; when, having two men killed and several wounded, and of consequence being much reduced in numbers, Mr. Lowdon, the third mate, by order of Captain Irving, struck the colors, and returning, was killed on the quarter. After the colors were struck, the captain was cut down in the cabin, and mangled in the most inhuman manner: and the second mate was run through the body with a small sword. The prisoners being below were ordered up by Ross, the leader of the privateersmen, that they might be put to death; but on some remonstrance, he ordered his men to fire down the hatchway upon them, which they accordingly did, killing the carpenter, and wounding two men so severely that they died of their wounds immediately on being removed. The privateer proved to be the Creole, Captain Pierre Burgman, from Barracoa, manned with 111 men, and mounting seven guns

of different calibres, upon swivels. The enemy stated their loss to be six killed, seven severely wounded—and a number missing, supposed to have been knocked overboard and drowned. The mangled remains of the gallant, but unfortunate crew of the *Esther*, were put on board the pilot-boat *Delight*, and conveyed to Charleston, where they failed not to call forth universal execration against the flagitious wretch who had a heart to conceive, and a hand to execute such a daring outrage against the principles of all civilized nations, which it would be supposed had been implanted by nature in the bosom of every being that calls himself a man.

Among the defensive actions that of the Admiral Gardner, East Indiaman, commanded by John Woolmore, Esq. is entitled to notice:—

“We sailed from St. Helena,” says Captain Woolmore, “on the 15th of September, with the *Lady Castlereagh*, with whom we parted on the 27th of November, in lat. 6. 4. N. long. 93. 25. E. and on the following morning, from the mast-head, saw a ship bearing East, which we judged to be the *Lady Castlereagh*, and, at twenty minutes before nine, A. M. from the deck, saw a ship steering down upon us. I cleared ship for action, and made a private signal, but finding she did not answer it, took in all my small sails, traced up the boarding netting, and hove to. Thirty-five minutes past nine A. M. being within pistol-shot, she hoisted French colors, and fired a shot, which we returned with a broadside, and continued engaging until 15 min. past eleven, A. M. when she bore up and made sail to the S. S. W. Her aim was to disable our masts and rigging, which she accomplished; our lower

masts, bowsprit, and top-mast are damaged, the main-top-mast I have shifted here; several of the lower shrouds and top-mast rigging a good deal cut; in our hull we received several shot, but not materially to damage us. From the report of a Frenchman on board, whom I shipped at St. Helena, and who formerly belonged to her, I learnt that she is La Jeune Adele privateer of 32 guns. What damage she sustained is impossible to say, but the enemy kept his vessel before the wind until dusk, and the next morning disappeared." Including the chief officer, Mr. Young, ten persons were wounded on board the Admiral Gardner, but no life was lost.

Having now brought down our history to the conclusion of the year 1805, we shall here present our reader with a statement of the losses of the belligerent powers since the commencement of the war.

FRENCH NATIONAL SHIPS

Lost, taken, or destroyed, since the Commencement of the War.

May 17, 1803.

Those to which this character () is affixed are now in the British service.*

1803.

L'Affronteur, (lugger) of 14 guns; taken by the Doris, 56, R. H. Pearson, in cruising off Ushant, May.

*La Française, (now Franchise) pierced for 44 guns; taken by the Minotaur, 74, C. J. M. Mansfield, in company with the Thunderer, 74, W. Bedford, and Albion, 74, J. Ferrier; Channel station, May 28.

*L'Ambuscade, (formerly British) of 32 guns; retaken by the Victory, 100, S. Sutton, on her passage to Gibraltar, May 28.

L'Impatiente (corvette) of 20 guns; taken by the Naiad, 38, J. Wallis, in lat. 45 deg. 50 min. N. long. 4 deg. 40 min. May 29.

L'Inabordable (schooner) and Le Commode (brig) of four guns each; driven on shore by the Immortalité, 36, E. W. C. R. Owen, in company with the Jalouse and Cruizer sloops; and taken possession of by the boats, under a heavy fire from the batteries, &c. on the east side of Cape Blanc Nez, June 14.

L'Arabe, (brig) of eight guns; taken by the Maidstone, 32, R. H. Moubray, near the Western Islands, June 14.

La Betsy, (brig) of four guns, (pierced for six); taken and destroyed by the Russel, 74, R. Williams, off Ushant, June 3.

*La Colombe, (corvette) pierced for 16 guns; taken by the Dragon; 74, J. Aylmer, in company with the Endymion, 44, Hon. C. Paget, off Ushant, June 18.

La Venteux, (brig) of 10 guns; boarded and taken by two boats of La Loire, 46, F. L. Maitland, conducted by Lieutenant F. Temple, close under the batteries of the Isle de Bas, in the night of June 27.

*La Bacchante, of 18 guns, (pierced for 22); taken by the Endymion, 44 Hon. C. Paget, in lat. 27 deg. 12 min. N. long. 20 deg. W. June 25.

La Legere, (schooner) of two guns, (armed with 14 swivels, &c.) taken by the Alarm privateer, D. de Patron, Channel, June 28.

La Mignonne, (corvette) of 16 guns, (pierced for 18); taken by the Goliath, 74, C. Brisbane, detached from the squadron under Commodore Bayntun, near the W. end of St. Domingo, June 28.

Le Dart, (brig) of four guns; taken by the Apollo, 36, J. W. T. Dixon, Bay of Biscay, June 29.

La Providence, (schooner, 200 tons burthen) of two guns, laden with heavy cannon and timber; taken by the boats of the Naiad, Js. Wallis, at the entrance of Brest harbor, July 4.

La Creole, of 44 guns, with 530 soldiers; taken by Commodore Bayntun's squadron, near St. Domingo, July 1.

*La Superieure, (schooner) of 12 guns; taken by the Vanguard, 74, James Walker, Jamaica station, July 2.

L'Aiguille, (brig) of eight guns; taken by the Bellerophon, 74, J. Loring, Jamaica station, July.

*La Vigilante, (brig) of 16 guns; taken by the Hercule, 74, Jamaica station, July. (now Sullisante)

*L'Alcion, (brig) of 16 guns; taken by the Narcissus, 36, R. Donnelly, near Sardinia, July 9.

Le Lodi, (brig) of 20 guns; taken at anchor, in Leogane Roads, St. Domingo, by the *Raccoon*, (brig) 18, A. Bissell, after a severe engagement of 40 minutes, July 11.

*Le Poisson Volant, (schooner, now Flying Fish) of 12 guns; taken by the squadron off St. Domingo, July.

L'Adour, (s.s.) pierced for 20 guns; taken by the *Endymion*, 44, Hon. C. Paget, on her passage towards Rochefort, July 16.

*L'Infant Prodigue (corvette) of 16 guns, (now St. Lucia) taken by the *Emerald*, 36, Js. O'Brien, between St. Lucar and Martinique, July 21.

Le Duquesne of 74, and *L'Oiseau, of 16 guns; taken by the *Vanguard*, 74, J. Walker; *Bellerophon* 74, J. Loring; and *Tartar*, 32, J. Perkins, on the north side of St. Domingo, July 25.

*L'Epervier, (brig) of 16 guns, taken by *L'Egyptienne*, 50, Hon. C. E. Fleming, on the passage between Guadaloupe and L'Orient, July 27.

Les Deux Amis, (schooner) and Les Trois Freres, (ditto) of three guns each; taken by the *Raccoon*, 18, A. Bissell, on the coast of Cuba, August.

Schooner (name unknown) of 2 guns; run on shore and destroyed by ditto, on the same day.

La Mutine, (brig) of 18 guns; run on shore and destroyed, after a short but spirited action, by the *Raccoon*, 18, A. Bissell, on the coast of Cuba, August 17. The *Raccoon* had two lieutenants and 42 men absent at the time in prizes.

*Le Papillon (corvette) of six guns, (pierced for 12); taken by the *Vanguard*, 74, James Walker, at St. Marc's, St. Domingo, Sept. 4.

Le Courier de Nantes, (schooner) of two guns; taken by the *Vanguard*, 74, James Walker, off St. Domingo, Sept. 5.

La Sagese, of 28 guns; taken by the *Theseus*, 74, John Bligh, at Port Dauphin, St. Domingo, Sept. 8.

*Le Goelan (brig) of 18, and *A Cutter, (now Sandwich) of 12 guns; taken on the evacuation of Aux Cayes, St. Domingo, by *La Pique*, 36, W. Cumberland; and *Pelican*, (brig) 18, H. Whitby, Oct.

La Petite Fille, (gun brig); *La Jenne Adele* (schooner); and *L'Amitié*, (cutter, 4 guns and 6 swivels) 6 guns each; taken by the *Raccoon*, (brig) 18, A. Bissell, October 14. These vessels came

out of Cumberland harbor, on the coast of Cuba, having 300 troops, including 80 officers of all ranks, determined to carry the *Racoon* by boarding; but, after an action of nearly five hours, they were obliged to strike. The prisoners of *La Petite Fille* afterwards rose on the prize-master, and ran her on shore on the rocks—The enemy had 40 killed and wounded—The *Racoon* none.

Le Renard, (schooner) of 12 guns; taken by Lord Nelson's squadron in the Mediterranean, November 16.

Le Vautour, (lugger) of 12 guns, (pierced for 16); taken by the *Boadicea*, 38, John Maitland, off Cape Finisterre, Nov. 21.

La Bayonnaise, of 32 guns; chased into the Bay of Cape Finisterre by the *Ardent*, 64, R. Winthrop, and blown up by her own crew, at midnight, to prevent her being taken, Nov. 27.

**Surveillante*, of 40; **Clorinde*, of 40; **Vertu*, of 40; **Cerf*, (brig) of 12; *Dcouverte*, (schooner) of six guns; *Nouvelle Sophie*, (hired sloop); and *Justine*, (ditto); Surrendered, together with a number of transports, &c. at Cape François, St. Domingo, Nov. 30, (including above 5000 prisoners, the remains of the French army commanded by General Rochambeau,) to the *Bellephophon*, 74, and the rest of the squadron under Commodore J. Loring.

1804.

Passe par Tout, (chasse marée) of two guns; taken on the Malabar coast, by the boats of the *St. Fiorenzo*, 40, J. Bingham, Jan. 14.

**Le Curieux*, of 16 guns; boarded and cut out from under Fort Edward, Martinique, by four boats of the *Centaur*, 74, Commodore S. Hood, conducted by Lieutenant R. C. Reynolds, February 5.

Coquette, (schooner) of two guns, (with 95 men); captured by the *Stork*, (sp.) G. L. Geyt, Jamaica station, February 24.

Colombe, (cutter) of four guns; cut out from the harbor of Sluys, by two boats of the *Cruizer* and *Rattler*, (sps) directed by Lieutenant Francis Cameron, but struck and was burnt on the bar in the night of March 8.

La Terreur, (cutter) of 10 guns; taken by *La Pique*, 40, C. B. H. Ross, Jamaica station, March 18.

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La Charmie, (corvette) of 20, and La Joie, (brig) of 14 guns; driven aground and burnt at the entrance of Bourdeaux river, by PAigle, 36, George Wolfe, July 16

La Laurette, (schooner) of five guns, (pierced for 16); taken by the Pelican, (brig) 18, John Marshall, Jamaica station, August 23.

Le Hazard, (corvette) of 16 guns; taken by the Echo, (Sp) 16, Edmund Roger, off Curacoa, October 1.

Gracieuse, of 14 guns; taken by the Blanche, 36, Z. Mudge, off Curacoa, October 21.

1805.

La Psyche, of 36 guns; taken, Feb. 14, by the St. Fiorenze, 36, H. Lambert, East Indies. Lat. 19 deg. N. Long. 85 deg. E. after a very spirited resistance of three hours and a half. (Since lost.)

*Ville de Milan, of 48 guns; taken by the Leander, 50, John Talbot, on the Halifax station, February 23. The Ville de Milan had previously taken the Cleopatra, 32, after a long and most determined resistance, which latter was also retaken by the Leander.

Schooner, (name unknown) of seven guns; sunk by the Gracieuse, 14, T. B. Smith, Jamaica station, April 9.

L'Amitie (schooner) of 14 guns; taken, June 10, by the Blanche, 36, Z. Mudge, Jamaica station.

*Didon, of 44 guns; taken by the Phœnix, 36; T. Baker, lat. 43 deg. 16 min. N. long, 12 deg. 14 min. W. after a most gallant action of three hours. August 10.

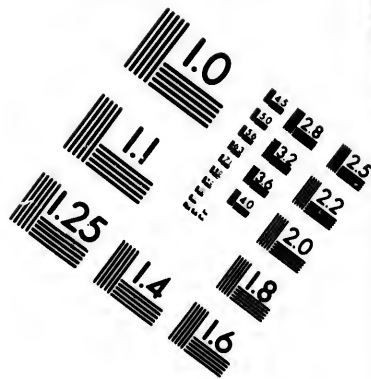
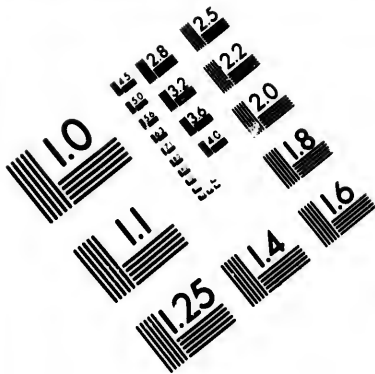
Le Fauve, (corvette) of 16 guns; taken, August 15, by the Goliath, 74, R. Barton, and Camilla. B. W. Taylor, Channel.

La Torche (corvette) of 18 guns; taken by the Goliath, 74, R. Barton, Channel. August 16.

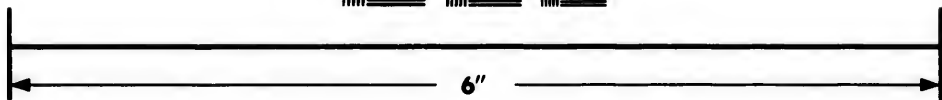
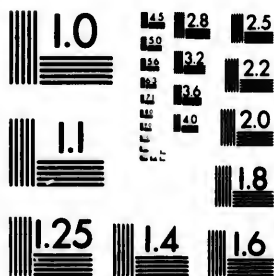
L'Actéon, of 16 guns; taken, October 3, by the Egyptienne, 36, Hon. C. E. Fleming, off Rochefort.

*Cyane, (corvette) of 24 guns; taken, October 5, near Tobago, by the Princess Charlotte, 38, G. Tobin, and carried into Grenada. (Formerly British.)





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Swiftsure, of 74; Fougueux, of 74; Indomptable, of 84; Bucentaure, of 80; Berwick, of 74; L'Aigle, of 74; Achille of 74; Redoubtable, of 74; and Intrepide, of 74 guns: taken in the grand victory off Cape Trafalgar, by the British fleet, under Vice-admirals Lord Viscount Nelson, and C. Collingwood, October 21.

Formidable of 80 guns, (flag-ship of Rear-admiral Dumanoir,) Duguay Trouin, of 74; Mont Blanc, of 74; and Scipion, of 74; a part of the combined fleet, which made off from the battle off Cape Trafalgar, October 21. Taken, November 3, after a resolute contest of three hours and a half, (in an attempt to escape to Rochefort,) by Commodore Sir R. J. Strachan, in the Caesar, of 80 guns; with the Hero, of 74, Hon. A. H. Gardner; Courageux, of 74, Richard Lee; and Namur, of 74, L. W. Halsted. Accompanied by the Santa Margaritta, of 36, W. Rathborne; Æolus, of 32, Lord William Fitzroy; Phoenix, of 36, Thomas Baker; and Revolutionaire, of 36, H. Hotham.

DUTCH NATIONAL SHIPS lost, taken, or destroyed.

1803.

De Haasje, (brig) of six guns, (pierced for 18); taken by the Caroline, 36, W. Page, near the Cape of Good Hope. August 2.

*Hippomenes, (corvette) of 18 guns; taken at the surrender of Demerara and Essequibo to the naval and military forces, under Commodore S. Hood, and General Grinfield, Sept. 19.

Serpent, (schooner); taken at the surrender of Berbice to Captain L. O. Bland, of the Heureux, 24, September 26.

1804.

Draak, (schooner) of five guns; taken by the Lilly (sp.) 18, W. Lyull, near Bermuda, March 1.

Antelope, of five guns; taken the 23d of March, at night, by the pinnace and cutter of the Stork, 18, G. Le Geyt, West Indies. The capture was effected by 18 seamen, commanded by Lieutenant Robertson, who all conducted themselves with the utmost bravery.

Atalanta, (brig) of 16 guns; taken, at anchor, in the Vliedstream, by the Scorpion, (brig,) 18, G. N. Hardinge, and Beaver, (sp.) 18, Charles Pelly, in the night of March 31.

*Proserpine, (now Amsterdam) of 32 guns; *Pylades (corvette) of 18; George, (schooner) of 10; and seven gun-boats: taken at the surrender of Surinam, to the naval and military forces under Commodore S. Hood and Major-general Sir Charles Green, May 4.

One Schuyt, No. 98, taken, and five sunk; by Sir Sydney Smith's squadron, between Flushing and Ostend, May 16.

1803.

Seven Schuyts; taken, April 24, by the squadron under Rear-admiral Douglas, off Cape Grisnez.

Two Gun-boats; taken, April 25, by the Archer, (gun-brig) W. Price, off Cape Grisnez.

SPANISH SHIPS OF WAR

-Captured, &c. since the Commencement of the War, in October,

1804.

•Médée, of 44 guns; La Fama, of 36; and •La Clara of 36; taken, after a severe action, and detained, by the Indefatigable, 40, Graham Moore; Medusa, 38, John Gore; Lively, 38, G. E. Hammond; and Amphion, 32, S. Sutton, off Cape St. Mary, October 5. The treasure on board the three ships was, on a moderate computation, at least one million sterling. The Mercedes, another frigate, of 36 guns, accompanied the ships captured, but blew up ten minutes after the action commenced; and all on board, except 41 persons, perished.

Matilda, (with quicksilver) of 36 guns; taken by the Medusa, 38, John Gore, off Cadiz, Nov.

•Amfitrite, of 36 guns; taken by the Donegal, 80, Sir R. J. Struchan, Bart. off Cadiz, Nov. 25.

Santa Gertruyda, (with 1,215,000 dollars, &c.) of 36 guns; taken by the Polyphemus, 64, John Lawford; Lively, 38, G. E. Hammond, in sight; off Cape St. Mary, Dec. 7.

San Miguel, or El Felix, (valued at 200,000l. sterling); taken by the Lively, 38, G. E. Hammond, on the Western Ocean, December 7

Mercury, (with 10,000 dollars); taken by the Phœnix, 36, T. Baker, on the Western Ocean, December.

Dido, (with specie, &c.); taken by the Fishgard, 50, Lord M. R. Kerr, on the Western Ocean, Dec.

N. S. dos Dolores, (with 200,000 dollars, &c.) taken by the Naiad, 38, T. S. Dundas, on the Western Ocean, December.

Infanta Carlos (corvette) of 16 guns, (with 120,000 dollars, &c.) taken by the Diamond, 38, T. Elphinstone, on the Western Ocean, December.

1805.

•Orquiño, of 18 guns; taken the 8th of February, by the Pique, 36, C. B. H. Ross, off the Havannah.

La Elizabeth, of 10 guns; taken, the 3d of April, by the Bacchante, 20, Charles Dashwood, off the Havannah.

*San Rafael, of 84 guns, and El Firma, of 74; taken, July 23. in the action between Sir R. Calder's squadron and the combined fleets of France and Spain, commanded by Admirals Villeneuve and Gravina.

One Gun-boat No. 4; taken by the Dexterous, (gun-brig) 14, Lieut. R. Tomlinson, off Gibraltar, October 11.

San Ildefonso, of 74 guns; San Juan Nepomuceno, of 74; Bahama, of 74; Monarca, of 74; San Francisco de Asis, of 74; El Rayo, of 100; Neptuno of 84; San Augustin, of 74; Santissima Trinidad, of 136; and Argonauta, of 80; taken in the grand victory off Cape Trafalgar, October 21.

BRITISH SHIPS lost, taken, or destroyed.

1803.

Resistance, Honorable P. Wodehouse, of 36 guns; lost on Cape St. Vincent's, early in the morning of May 31. Crew saved.

La Minerve, F. J. Brenton, of 42 guns; ran aground in a thick fog, in the evening of July 2, near Cherbourg, and there captured. Crew saved, but made prisoners.

La Seine, F. D. Milne, of 42 guns; ran aground on a sand-bank to the Northward of the Texel, in the night of June 25, and afterwards destroyed by fire. Crew saved.

Surinam, (sp.) F. R. Tucker, of 18 guns; detained as a prize by the Dutch at the Island of Curacoa. (Retaken.)

Calypso, (sp.) W. Venour, of 16 guns; run down and sunk; with all the crew, by one of the convoy, in a gale, on returning from Jamaica, August.

Redbridge, (schooner) Lieutenant G. Lempriere, of 16 guns; taken by a squadron of French frigates, near Toulon, Aug. (Retaken)

Circe, Charles Fielding, of 28 guns; struck on the Lemon and Oar, in the North Sea, when in chase of an enemy, and lost, Nov. 16. Crew saved.

Shannon, E. L. Gower, of 36 guns; struck aground in a gale and wrecked, under the batteries of Cape La Hogue, in the night of December 10. Crew saved, but made prisoners. Afterwards destroyed by fire by the boats of the Merlin, (sp.)

Garland, F. Fred. Cotterell, of 20 guns; lost off Cape Francois, St. Domingo, Nov. Crew saved.

Avenger, (sp.) F. J. Snell, of 16 guns; foundered off the Weser, December. Crew saved.

Suffisante, (brig) F. G. Heathcote, of 16 guns; wrecked in a gale off Spike Island, in Cork harbor, Dec. 15.

Grappler, (gun-vessel,) Lieutenant A. W. Thomas, of 12 guns; grounded on the Isles de Chosey, December 31, and there taken possession of, and burnt by the enemy, Crew made prisoners.

1804.

La Creole, F. A. Bissell, of 40 guns; foundered on her passage from Jamaica, January 2. Crew saved by the Cumberland, 74.

York, Henry Mitford, of 64 guns; supposed to have foundered in the North Sea with all the crew, in Jan. having been missing from the 26th December, 1803.

Raven, (brig) F. S. Swaine, of 18 guns; lost on the S. W. of Sicily, Jan. 6. Crew saved.

Porpoise, (A. S.) S. Lieutenant Fowler, of 10 guns; lost on a coral reef, of New South Wales, in lat. 22 deg. 20 min. and long. 155 deg. 52 min. E. Crew saved.

Fearless, (gun-vessel) Lieutenant G. Fowler, of 12 guns; lost off Redding Point, Cawsand Bay, February.

Hussar, P. Wilkinson, of 38 guns; struck on the Saintes, in the Bay of Biscay, and lost, February. Crew saved.

Cerbere, F. Lieutenant J. Patey, of 12 guns; missed stays and lost on the Berry Head, Torbay, February 19. (Since weighed up.)

Weazel, (brig) W. Layman, of 14 guns; driven on shore in a gale, near Cabritta Point, Gibraltar Bay, and went to pieces, March 1. One man perished.

Wolverine, (sp.) H. Gordon, of 16 guns; surrendered, while sinking, to two French privateers, one of 36, the other of 20 guns, after an action of three quarters of an hour, on her passage as convoy towards Newfoundland, March 21.

Magnificent, W. H. Jervis, of 74 guns; wrecked near the Pierres Noires, or Black Rocks, in the environs of Brest, March 25. Crew saved, but 86 made prisoners.

Apollo, J. W. T. Dixon, of 36 guns; wrecked on the coast of Portugal, April 1. Captain and many of the crew perished.

Hindustan, (S.S.) John Le Gros, of 50 guns; caught fire in the hold and burnt, in the Bay of Roses, Mediterranean, April 2. Five men perished.

Swift, (hired cutter) of eight guns, and 22 men, Lieutenant T. M. Leake; taken by a French privateer, of eight guns and 56 men, Mediterranean, April. Captain killed.

Vincego, (brig) S. of 18 guns, J. Wright; captured, during a dead calm, in Quiberon Bay, by a flotilla of gun-boats and luggers, May 20.

Lilly, (sp.) of 16 guns, and 80 men, William Compton; taken by a French privateer, (formerly Marlborough packet) of 16 guns, and 140 men, off the coast of Georgia, July 14. Captain killed.

Constitution, (hired cutter) of 10 guns, Lieut. J. S. A. Denis; sunk in action with 120 sail of the enemy's gun-boats in company with his Majesty's ships, *Immortalité*, *Harpy*, and *Adder*, Aug. 26. Crew saved.

De Ruyter, D (S.S.) of 64 guns, Lieutenant J. Becket; lost in the hurricane at Antigua, Sept. 3. One man perished.

Drake, F. (sp.) of 18 guns; lost, by grounding on a shoal, off Nevis, Sept. Crew saved.

Georgiana, (A. Cut.) Lieutenant Knees-haw, (hired) grounded in the mouth of the Seine with an ebb-tide, Sept. 25. set on fire and destroyed by the crew, who escaped.

Romney, of 50 guns, Hon. John Colvil; run aground, in a fog, on the Haaks, near the Texel, and lost, November 19. Crew saved.

Venerable, of 74 guns, John Hunter; struck on the sunken rocks, Torbay, and lost, November 21. Crew saved.

Hannibal, (A. S.) of 16 guns, (hired) R. L. J. O'Connor; drifted from her anchors in the Downs, and lost near Sandown-Castle, Nov. Crew saved.

Conflict, (gun-vessel) of 14 guns, Lieutenant C. C. Ormsby; grounded, in chase of the enemy, Nieuport, October 24. Crew saved.

Duke of Clarence. (A. C.) of 10 guns, Lieutenant B. N. Clements, (hired) struck on a rock in chase, and lost on the coast of Portugal, December. Crew saved.

Gertrude, (schooner) of 16 guns, Lieutenant Broad, (hired) run down in the Channel, by *L'Aigle* frigate, December 15. Crew saved.

Starling, (gun-brig) of 14 guns, Lieutenant George Scottowe; went on shore near Calais, in a fog, and destroyed, December 18. Crew saved.

Tartarus, (bomb) T. Withers; driven on Margate sands, in a gale, and wrecked, December 20. Crew saved.

Severn, of 44 guns, Comm. Prince of Bouillon; driven on shore in a gale, and wrecked in Grouville Bay, Jersey, December 21.

Mallard, (gun-vessel) of 14 guns; run on shore off Calais, and taken, December 25.

1805.

Doris, of 36 guns, P. Campbell ; struck on a sunken rock, and destroyed in Quiberon Bay, in the night of January 21. Crew saved.

Raven, (brig) of 18 guns, William Layman ; wrecked in Cadiz Bay, January 29. Two of the crew lost.

Arrow, (sloop) of 30 guns, R. B. Vincent ; and Acheron, (bomb) of eight ditto, A. Farquhar : taken by two French frigates, and sunk, after a long and severe contest, Mediterranean, February 4.

Venus, (hired cutter) Lieutenant T. Delafons, taken by a French squadron in the Mediterranean, February.

Bouncer, (gun-brig) of 14 guns, Lieutenant S. Bassan ; wrecked off Dieppe, and crew made prisoners, February.

Imogene, (sloop) of 18 guns, H. Vaughan ; foundered on her passage from the Leeward Islands, March 1. Crew saved.

Redbridge, (schooner) of 18 guns ; lost at Jamaica, March.

Hawke (sloop) of 18 guns, J. Tippet ; missing since May.

Sea Gull, (brig) of 18 guns, H. Burke ; missing since May.

Woodlark, (gun-brig) of 14 guns, Lieutenant Thomas Innes ; wrecked off Gravelines. Crew saved.

Biter, (gun-brig) of 14 guns, Lieutenant G. T. Wingate ; wrecked on the coast of France. Crew saved.

Fly, (sloop) of 18 guns, P. B. Pellew ; lost on the Carysfort-reef, in the Gulph of Florida, March. Crew saved.

Cyane, (sloop) of 18 guns, Hon. C. Cadogan ; taken May 12, by the Hontense and Hermione, near Martinico.

Orestes, (sloop) of 16 guns, T. Browne ; burnt, July 17, on Downs station, to prevent her capture, after having run on a sand-bank off Gravelines. Crew saved.

Blanche, of 36 guns, Z. Mudge ; burnt, July 19, in the West Indies, lat. 20 deg. N. long. 66 deg. W. after a most gallant resistance against a French squadron, consisting of two frigates and two sloops.

Plumper, (gun brig) of 14 guns, Lieutenant H. Garretty ; taken on the Jersey station,

Pigmy, of 12 guns, Lieutenant W. Smith, lost off Guernsey, August. Crew saved.

Teaser, (gun-brig) of 14 guns, Lieutenant G. L. Ker; captured.

Althorpe, of 16 guns, (hired) Lieutenant Scott.

Pigeon, (schooner) of four guns, J. S. Luckraft; lost off the Texel.

Calcutta, of 50 guns, Daniel Woodriffe; taken after a determined resistance, by a French squadron, on her passage, as Convoy, from St. Helena, Sept.

This last ship, (the particulars of whose capture were inadvertently omitted in the preceding pages) had under her convoy six ships homeward bound, consisting of the Indus, East Indiaman; three South Sea ships; a Swede, from China; and a Prussian prize. With these vessels Captain Woodriffe left St. Helena on the 3d of August. On the 25th of September, being about 100 miles W. by S. of Scilly, they fell in with a French squadron, which had sailed from Rochefort, under the command of Captain L'Allemand, and was composed of three sail of the line, three frigates, and a corvette. This squadron had taken several of the homeward bound Leeward Island fleet, which were in general distress for provisions, and had met with the additional calamity of contrary winds and blowing weather, by which they had been much dispersed. The enemy, when first discovered were to windward, in line of battle, edging down to the Calcutta and her convoy. From their size, their manœuvres, and mode of communicating by signal, Captain Woodriffe was convinced that they must be men of war. He accordingly gave orders to the Indus to lead the convoy, to close the ships round her, and to

steer S. E. shewing a light, while he dropped astern to observe the motions of one of the strange ships in chace. In compliance with these directions, the Indus stood on the whole night under easy sail, keeping the Calcutta in view, as well as the worst sailing ships which crowded all the sail they could carry. At daylight on the 26th, a large fleet was discovered astern, the van of which was in chace under a press of sail, and at half past one P. M. Captain Woodriffe made the signal for the fleet to disperse for safety. The leading frigate of the enemy's squadron was then steering immediately for the Indus, but when she got abreast of the Calcutta, Captain Woodriffe hauled up and opened his fire upon her. A smart engagement took place, and continued upwards of an hour, till the Calcutta had silenced and nearly sunk her opponent. At this moment two line of battle ships, one of which was a three-decker, bore down on Captain Woodriffe. After a running fight of six hours the enemy closed with the Calcutta about nine P. M. The courage with which she was defended, was unavailing; her brave crew were compelled to yield to superior numbers, and at half past ten struck their colors. Under this misfortune, it was some consolation to Captain Woodriffe to know that his gallantry had secured the safety of every one of his convoy. It may not be improper to remark that the Calcutta, which was with such difficulty subdued by such a superior force, was originally an East Indiaman, and was purchased into the navy in 1795. She was only a fourth rate, and carried no more than 54 guns, including carronades. In consequence of the skill and

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bravery exhibited in this encounter, the owners and underwriters on the ship and cargo of the Indus, agreed to raise a subscription of two pounds per cent. on the sums insured, to be presented to Captain Woodrifle, his officers, and crew, as a small token of their gratitude for the services they had rendered on this occasion.

1806.

Funeral of Lord Nelson—Expedition against the Cape of Good Hope, and taking that Settlement—Engagement off St. Domingo—Capture of the Marengo—Naval Transactions of inferior Importance.

THE year 1806 opened with the exhibition of a spectacle, worthy of the first maritime power in the universe, and of the greatest hero that ever wielded the naval thunder of Britain. The funeral of the immortal Nelson wholly occupied the attention of all ranks and descriptions of his grateful countrymen. A ceremony more magnificent, and more impressive, had never been witnessed in the British metropolis. Before we proceed to the particulars of this solemnity, it will be necessary to take a rapid survey of the circumstances which immediately preceded it.

After the achievement which crowned the glorious career of the illustrious admiral, the *Victory* sailed with the British fleet to Gibraltar, where his body was embalmed; and, on the 4th of November, left that place in company with the *Belleisle*. On the 2d of the following month, she arrived at Portsmouth, where all the vessels in the harbor hoisted their colors half mast high, out of respect to the lamented hero.

The *Victory* had sustained so much damage in the engagement on the 21st of October, that she was obliged to remain several days at Portsmouth to un-

dergo repairs. On the 10th she sailed for Sheerness, to which place she had been ordered to proceed for the purpose of being paid off, but owing to contrary winds it was the 17th before she could get round the South Foreland,

The coffin, made out of the main-mast of L'Orient, and presented to Lord Nelson by his friend Captain Hallowell, had been removed from London to the Nore, where it was conveyed on board the Victory. In this trophy of his valor the corpse of the hero was deposited. It was then placed in an elm coffin cased with lead, and on the arrival of the Victory at Chatham, it was removed into the commissioner's yacht, and conveyed to Greenwich Hospital. A magnificent exterior coffin was prepared, previous to the solemn ceremony of lying in state, which took place in the Painted Hall, on Sunday January the 5th, and two succeeding days. On the 8th, his remains were conveyed by water to Whitehall, attended in procession by a numerous train of barges, and a great number of gun-boats and row-boats belonging to the River Fencibles. The body being landed, was deposited in the captain's room at the Admiralty.

Early on the morning of the 9th, the day appointed for the final interment in St. Paul's cathedral, the whole city was in motion. The streets from the Admiralty to St. Paul's were lined with volunteers, whose number assembled on this occasion exceeded 20,000. The procession, in which were included the Prince of Wales and all the dukes of the blood royal, was composed, exclusive of the officers of the College of Arms, Heralds, &c. of more than 500 noblemen and gentlemen, in their carriages, besides 48 Greenwich pen-

sioners, and 48 seamen and marines of the Victory. The body of the gallant admiral was conveyed to its final resting-place on a car constructed for the occasion. This car having a head and stern in imitation of a ship, intended to represent the Victory, was surmounted with a tasteful canopy and bore various inscriptions allusive to the achievements of the hero. The procession moved from the Admiralty at twelve o'clock, and it was near six before the funeral rites were concluded. The cathedral of St. Paul, was fitted up at a great expence for the occasion, and in the centre of that structure, immediately under the dome, the remains of the illustrious Nelson were deposited. During the whole of this solemn ceremony, the greatest order prevailed throughout the metropolis; and, as the remains of the much lamented hero proceeded along, every possible testimony of sorrow and respect was manifested by an immense concourse of spectators of all ranks.

In the month of August, 1805, an expedition sailed from Cork, consisting of three line of battle ships, several frigates, nineteen Indiamen, and about 40 transports, carrying upwards of 9000 troops. The naval department was under the direction of Commodore Sir Home Popham, and the military was commanded by Major general Sir David Baird. The destination of this expedition was kept a profound secret. This armament first proceeded to Madeira, and then continued its course towards the Bay of All Souls, St. Salvador; on the coast of Brazil. When it was within fourteen days sail of that place, Sir Home Popham dispatched twelve of the fastest sailing ships for the purpose of obtaining a supply of water and provi-

sious ; but on his arrival he had the mortification to find that two of these, the *Britannia*, East Indiaman, having on board a detachment of troops ; and the *King George*, transport, laden with ordnance stores, had been wrecked. All on board these vessels were, however, saved, except three persons, one of whom was General York of the artillery.

Leaving the coast of Brazil, the armament then steered towards the Cape of Good Hope. On the 3d of January, 1806, it made Table Land, and on the 4th, in the evening, reached the pre-concerted anchorage, to the westward of Robben Island, though too late to do any thing but take a superficial view of Blew Berg Bay, where it was proposed to land the main body of the army, making, however, a demonstration off Green Point, with the *Leda* frigate, and the transports containing the 24th regiment, which was well executed by Captain Honeyman.

On the 5th, at three o'clock in the morning, the troops were put in the boats, and assembled alongside of the *Espoir*, but the surf ran so high, that a landing was deemed totally impracticable, and consequently the troops returned to their ships ; and Sir Home Popham, immediately accompanied the general on board the *Espoir*, for the purpose of making a close examination of the whole coast, from Craig's Tower to Lopard Bay ; on no part of which did it appear possible to land a single boat without extreme danger.

To the evil consequences of delay in commencing operations on an enemy's coast, was to be added, the very alarming possibility, that some reinforcement might arrive by one of the various squadrons in motion when they left Europe ; and therefore the general and

commodore were induced to consider, that however difficult the task might be of advancing from Saldanha Bay, yet it was an object of very great moment to accomplish a safe and speedy landing for the troops; and the instant the decision was made, the *Diomedé*, with the transports of the 38th regiment, the cavalry ships and a proportion of artillery, under the orders of Brigadier-general Beresford, sailed for Saldanha, preceded by Captain King, in the *Espoir*, having on board Captain Smyth of the Engineers (an officer well acquainted with the country), with a view of seizing the post-master, and as many cattle as possible, antecedent to the arrival of the advanced divisions of the fleet.

Soon after the *Diomedé* weighed, the westerly wind began to abate; and on the 6th, in the morning, the officers examining the beach, reported that the surf had considerably subsided during the night, which indeed was so evident from the *Diadem* when she stood in-shore, that the commodore requested Sir David Baird to permit General Ferguson and Colonel Brownrigg, the quarter-master-general, to attend the officer on his second examination, that their feelings might in some measure be balanced against those professional men, and to satisfy the army that no measure, in which its safety was so intimately connected, should be determined on without due and proper deliberation.

In the mean time the *Diadem*, *Leda*, and *Encounter*, were placed in a situation to render the most effectual assistance; and the 71st and 72d regiments, with two field pieces and a howitzer, ready mounted, in the boats of the *Raisonné* and *Belliqueux*, ren-

dezvoused alongside the two former ships, manifesting the most ardent desire for the signal from General Ferguson. At this moment, the Protector joined the squadron, and Captain Rowley, who was well acquainted with the anchorage, volunteered his services to place her to the northward, so as to cross the fire of the Encounter, and more effectually cover the land of the troops. Captain Downman, of the Diadem, at the same time, went in-shore with a light transport-brig, drawing only six feet, to run on the beach as a breakwater, if it would, in any degree facilitate the debarkation. At half past twelve, the Encounter conveyed by signal General Ferguson's opinion, that a landing might be effected, and the joy that was manifest in the countenance of every officer, heightened the characteristic ardour of the troops, and under an anxiety probably to be first on shore, induced them to urge the boats to extend their line of beach, further than was prudent, and occasioned the loss of one boat with 35 men of the 93d regiment.

Sir Home Popham himself, in his eagerness to land, for the purpose of affording every assistance in his power to the troops, was upset, and nearly drowned, in a most tremendous surf, which was breaking on the beach: he had made almost the last effort to save himself, when a sailor fortunately caught him by one of his epaulets, and rescued him from a watery grave. The loss of the troops was the more painful, because, from all the efforts of an enemy posted on an advantageous height, the army had only two men wounded in landing, a circumstance which fully proves how well the covering vessels were placed, and how ably their guns were served.

The surf increased considerably towards the close of the evening, and about eight o'clock the landing of any more troops was stopped, but recommenced in the morning, when all the men and provisions which the general judged necessary to take, were disembarked without a moment's loss of time.

Sir Home Popham conceiving that a detachment of the squadron might be of service at the head of the bay, proceeded thither, with the *Leda*, *Encounter*, and *Protector*, and a division of transports, and, from firing occasionally over the bank, towards the Salt Pan, the enemy was obliged to move from an eligible situation which he had before occupied.

On the following morning, the British army was discovered advancing with unparalleled rapidity over a heavy country, defended by a numerous train of well-served artillery; and, as the commodore imagined, that a few fresh troops might be applied to advantage, he directed Captain Downman to land with the marines of the squadron, and two field pieces, to await the arrival of Sir David Baird, at Reit Valley, who had meanwhile obtained a decisive victory over general Jansens, the Dutch governor of the Cape.

When the army was in motion to take up its position at Craig's tower, and while the squadron was proceeding up the bay to anchor in the most convenient place for landing the battering train, a flag of truce was discovered coming towards the Diadem, from the commandant of the town and castle; and the next day the capitulation was accepted, and at six, a royal salute was fired from the squadron, on his Majesty's colors being once more hoisted on the castle.

In the engagement with the enemy, in which the army was reinforced by a body of seamen and marines, under the command of Captain Byng of the *Belliqueux*; the loss of the Dutch amounted to 700 men killed and wounded: that of the English was 15 killed, 189 wounded, and eight missing. After the engagement, General Jansens retired into the interior with 1200 men and 28 pieces of cannon. General Baird sent a detachment after him, under the command of Brigadier-general Beresford, who was likewise charged with a letter inviting him to a pacification. After an ineffectual attempt at resistance, General Jansens, finding his men discontented and the natives hostile to the Dutch interest, agreed to articles of capitulation, by which the whole of the settlement, with all its dependencies, were surrendered to the British arms. In Cape Town, and the neighbouring forts, the victors found 456 pieces of cannon of different calibres, of which 113 were of brass. The only Dutch ship of war at the Cape, was the *Bato* of 64 guns, to which the enemy endeavored, but in vain, to set fire. The French frigate *Atalante* was driven on shore and destroyed.

A French squadron of six sail of the line, and two frigates, which made its escape from Brest on the 4th of December, 1805, soon afterwards fell in with two British transports with troops from Gibraltar and took them. Having put the soldiers on board the *Volontaire* frigate of 46 guns and 360 men, the French admiral sent her forward to the Cape of Good Hope, not being apprized of the capture of that settlement. On the 4th of March the *Volontaire* arrived off the Cape, and the *Diadem* of 64 guns, then lying in Table

Bay, having observed her at a distance, and supposing her an enemy, immediately hoisted Dutch colors. The French frigate not suspecting the stratagem, went in and anchored alongside the Diadem, on which the latter hauled down the Dutch and hoisted English colors in their place. The frigate perceived her mistake too late to attempt to escape, and being unable to contend with such a superior force, surrendered without firing a gun. Sir Home Popham, on receiving intelligence that a French squadron was in those seas, immediately made every preparation to give the enemy a warm reception, in case they should think proper to attack the Cape. The English troops, to the number of 217, retaken in the *Volontaire* were immediately landed and sent to reinforce the garrison. The squadron at the Cape, consisted of the *Diomedé*, of 50 guns, and two frigates, besides the *Volontaire*. The latter was manned from the other ships and the whole were moored with springs on their cables under a battery of 32 guns, from which it was intended to fire red-hot shot, if the French squadron should approach to attempt hostilities. This it afterwards appeared was part of a fleet of eleven sail of the line, besides frigates which got out of Brest, on the above-mentioned day, and separated into two squadrons. One of these, as we have seen, took a southern course, while the other proceeded to the West Indies, to which quarter we shall now follow them.

Accounts having been received that the Rochefort squadron, by which the Calcutta was taken, had on their return from Teneriffe, in November, fallen in with and dispersed the convoy bound to the coast of Africa ; Vice-Admiral Sir J. T. Duckworth, then off Cadiz, im-

mediately proceeded in quest of them, with his Majesty's ships of the line, Superb, Spencer, Donegal, Canopus, Powerful, and Ajax. He continued to cruize off the Canaries for a given time; on his return to Cadiz, he fell in, on Christmas day, with a French squadron of six sail of the line.

This was the squadron to which the *Volontaire* belonged, and one of the ships of which was commanded by Jerome Buonaparte. "It is impossible," says an officer of the *Superb*, "to describe the joy expressed by every one on board the British ships on this occasion; every individual thought himself a king, and expected that day to be one of the happiest Christmases he had ever spent." But from the very bad sailing of several ships of the fleet, the enemy had the good fortune to escape after a chase of two days. Uncertain of their destination, Admiral Duckworth took the most effectual means to defeat their views, by immediately detaching the *Powerful*, of 74 guns, to the East Indies, with an account of the number and strength of the enemy's squadron, and proceeded himself direct to Barbadoes, following the example of the great and gallant Nelson, when in a similar dilemma. On his arrival in the West Indies, he took Admiral Cochrane, with the *Northumberland* and *Atlas* under his command, and proceeded off Martinique, in hopes of intercepting them. But the enemy had pursued a wiser policy.—They had kept well to the northward, and instead of spreading an alarm through the islands, had proceeded by the nearer passage to the Bay of St. Domingo on the south side of the island of that name, and where the first Rochefort squadron had, the preceding year, succeeded in throwing in reinforcements,

to the city of St. Domingo, then besieged by Dessalines. Accounts of their probable destination having been received by a neutral, Sir J. Duckworth, with great promptitude, proceeded to that quarter, and, in the afternoon of the 5th of February, was joined by the *Magicienne* frigate, with a farther corroboration from various vessels spoken, of an enemy's force being in those seas. Admiral Duckworth continued under easy sail all night, in his approach to the town of St. Domingo, having given orders to Captain Dunn of the *Acasta*, and Captain M'Kenzie of the *Magicienne*, to make sail two hours before day-light to reconnoitre. At six in the morning of the 6th, the *Acasta* made the signal for two of the enemy's frigates, and before seven or nine sail at anchor. Half an hour afterwards they were getting under weigh. The British squadron approached them fast in close order, and before eight o'clock discovered that the enemy were in a compact line, under all sail, going before the wind for Cape Nisas to windward of Ocoa Bay, and that they consisted of five sail of the line, two frigates, and a corvette. These were:—

<i>Ships.</i>	<i>guns.</i>	<i>Commanders.</i>
L'Imperiale.....	120	{ Contre-admiral Le Seigle. Captain Le Pigot.
L'Alexandre.....	84	——— Garreau.
Le Brave.....	74	——— Condé.
Le Diomedé.....	84	——— Henry.
Le Jupiter.....	74	——— Laiguel.
La Felicité } La Comete }	frigates.	
La Diligente,	corvette.	

The English force consisted of the following ships :—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Superb.....	74	{ Vice-adm. Sir J. T. Duckworth. { Captain Keates.
Canopus.....	84	Rear-admiral T. Louis.
Northumberland	74	————— Cochrane.
Spencer.....	74	Hon. Captain Stopford.
Donegal.....	74	Captain Malcolm.
Atlas.....	74	Captain Pym.
Agamemnon..	64	Captain Sir Edward Berry.
Acasta	}	
Magicienne		
Kingsfisher		
Epervier		

Had the enemy remained at anchor, the British fleet would have found it difficult to get at them: but as they bore away, Admiral Duckworth concluded, from the information he had received, that they were endeavoring to form a junction with their remaining force. He therefore shaped his course in the *Superb*, which led the squadron, so as to frustrate any such intention, which was completely effected by a little after nine, and an action became inevitable. He now made a telegraphic signal to his fleet—*This is glorious*—alluding to the enemy's squadron in a situation to be engaged, which was equivalent to victory. The signal of their gallant leader was hailed with transport by all the British ships, to which he communicated by telegraph, that the principal object of attack would be the French admiral and his seconds. At three quarters past nine, he directed the ships to take stations

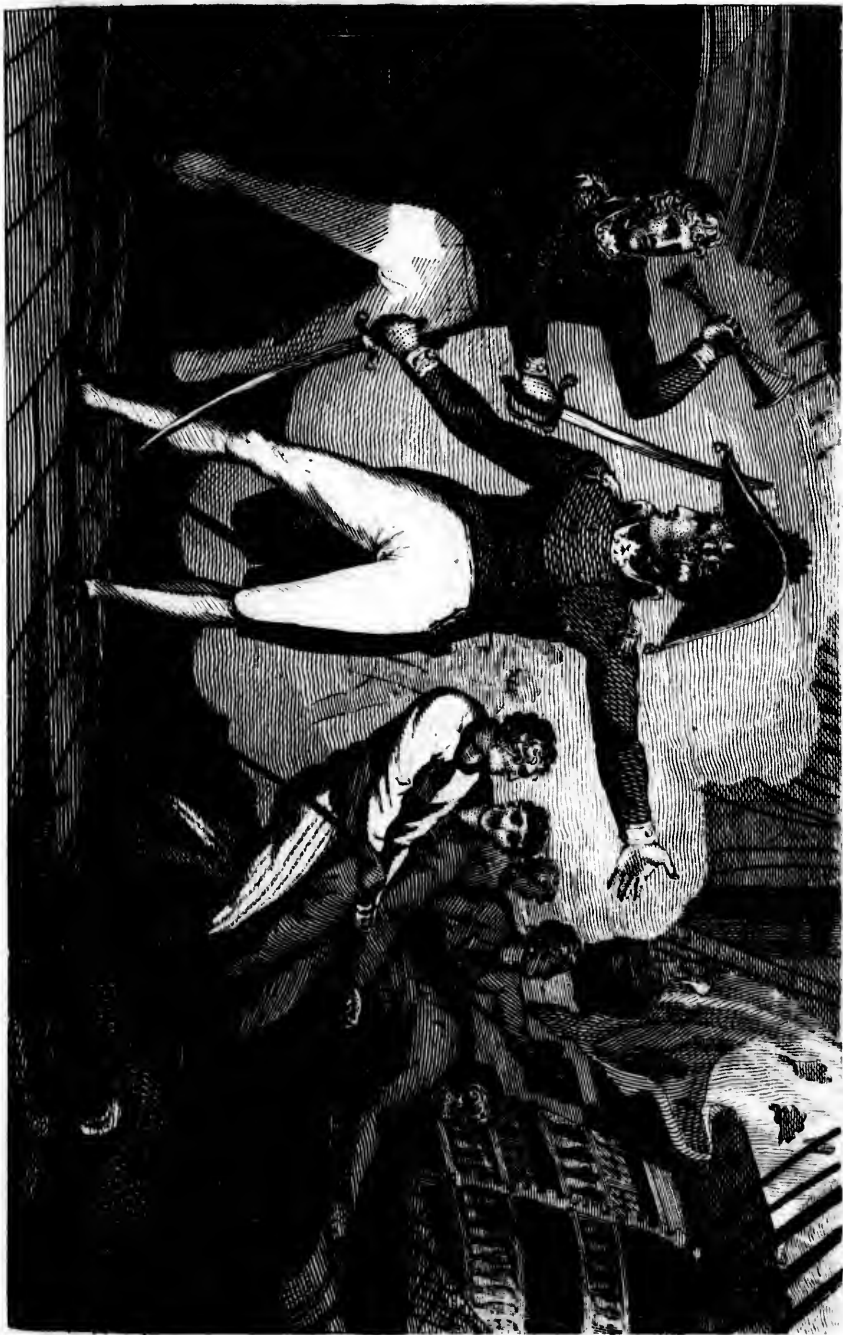
for their mutual support, and engage the enemy as they got up; and a few minutes afterwards he made the signal for them to engage as closely as possible.

"Just before the action began," says an officer of the *Superb*, "Captain Keates, suspended to the mizen-stay a portrait of our beloved hero, Nelson. There it remained unhurt, but was completely covered, as was Captain Keates himself, with the blood and brains of poor Brookbank, one of our boatswain's mates. Two or three minutes before the work of death began, officers hats off on the quarter-deck, our band played "*God save the King*;" then came, "*Off she goes*;" and next, "*Nelson of the Nile*." Never was enthusiasm greater than ours, and to it we went with heart and hand."

Soon after ten o'clock, the *Superb* closed on the bow of the leading ship *L'Alexandre*, and commenced the action. The enemy had brought that ship and *L'Imperiale* together, seemingly with a view to quiet the fire of the English admiral in the *Superb*, before any of the other ships could come up: but in this they were disappointed, for the second broadside from the *Superb* did such execution on board *L'Alexandre*, that she became quite unmanageable and lost her station. The *Imperiale* was by this time within pistol shot of the *Superb*, and apparently reserving her fire for the latter; but in this critical moment, Admiral Cochrane, in the *Northumbeland*, came up, and notwithstanding the small distance between the *Superb* and *L'Imperiale*, he gallantly placed her between them, and received the whole broadside of the largest and what was esteemed the finest ship in the French navy. Several of the shot passed quite through the *Northumberland* into

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the Superb. In the mean time the Superb, having given a warm dressing to the Alexander, compelled her to sheer off, and went to the assistance of the Northumberland, which had at one time the fire of three French ships upon her for nearly forty minutes. The movements of the Alexander having thrown her among the lee division, Rear-admiral Louis availed himself of that circumstance, and the rest of the British ships coming up, the action became general. Nothing could exceed the coolness, and high state of discipline of our brave seamen and marines; for though the enemy kept up an incessant fire upon them, while coming into action, yet not a gun was returned till close aboard, when they opened in a style truly grand and terrific. The enemy fought with great obstinacy for an hour and a half, when the French admiral, much shattered and completely beaten, hauled direct for the land, and not being a mile off, at twenty minutes before noon, ran on shore, having nothing but the foremast standing, and that too fell immediately on her striking. The Superb being only in 17 fathoms water was obliged to haul off to avoid the same misfortune; but not long afterwards the Diomedé pushed on shore, near the admiral, and all her masts went by the board. About noon the firing ceased, and when the smoke cleared away, Le Brave, bearing a commodore's pendant, L'Alexandre, and Le Jupiter were in the possession of the English. The Atlas now approached L'Imperiale, tried to anchor, but the water was too deep, and was preparing to give the enemy a double shotted broadside, when the colors were lowered in token of submission. As that ship and the Diomedé could not be got off, they were burned two days after

the action, by the command of Admiral Duckworth. The loss of the conquerors amounted to 74 killed and 254 wounded, and among the former there was not a single officer. The three French ships which fell into the hands of the English had 760 killed and wounded. The loss of the other two could not be correctly ascertained, but was certainly not less than as many more. "When I contemplate," says the brave Duckworth, in his official account of this victory, "on the result of this action, when five sail of the line had surrendered, or were apparently destroyed in less than two hours, I cannot, though bound to pay every tribute to the noble and gallant efforts of the Hon. Rear-admiral Cochrane, Rear-admiral Louis, the captains, officers, seamen and royal marines, under my command, be vain enough to suppose, that without the aiding hand of Providence, such result could have been effected, and with a loss so comparatively small ; and though I shall ever sympathise with the connexions of those that fell, the reflection on the cause will, I hope, afford much consolation. To speak individually on the conduct of any one, would be injurious to all ; for all were equally animated with the same zealous ardor in support of their king and country. Yet, possessed of these feelings, I cannot be silent without injustice to the firm and manly support for which I was indebted to Captain Keates, and the effect that the system of discipline and good order, in which I found the Superb must ever produce ; and the pre-eminence of the British seamen could never be more conspicuous than in this contest.'

The subjoined curious anecdote of the behavior of a true English game-cock during this engagement is

related on the authority, of an officer belonging to the Superb. "On the poop-deck of that ship was a large wooden fabric, forming an oblong hollow square, and so constructed, that the upper apartments served for marine arms, and the lower for poultry; now it happened, in the very hottest of the engagement, whilst we were closely engaged with the three decker (l'Imperiale) that a 42-pounder double-headed shot broke through this useful compound structure, destroying no less than 27 stand of arms, as it since appeared, and making terrible havoc among the feathered race; splinters, bayonets, broken muskets, &c. &c. prevailed in all directions. When lo! from the midst of this "confusion worse confounded," up sprung this gallant cock, till then "unknown to Fame;" and perched on the spanker-boom, crowing exultingly. Another shot cutting the boom in two close at his feet, now drove him from his post. Indignantly retreating a few paces aft on the broken poop, again he fixed his stand; and thence, ever and anon was heard his clarion voice to sound amid the "din of war." This appears strange, you will say, and yet it is not altogether singular—a circumstance, nearly similar, I have heard, took place in the Marlborough on the memorable first of June, 1794: I say nearly similar, because in that instance the bold bird was *sound* though not *safe*—whereas our little hero was found, on examination, to have received many severe contusions, and to have lost an eye, ere he extricated himself from the melancholy ruins of his house, and the sad wreck of his mangled messmates. Hardly had the battle ceased when some of the brave men whose dangers he had thus shared, introduced to our notice, with an ear-

nest request to save him from the dire hand of our poulterer. Soon we saw him caressed by all, and decorated with rings and ribbons. Never is he to die the death so common to his kind—and this he seems to know ; for so perfectly tame is he become, that he will perch and crow on one's arm, feed from the hand, and even admit, without fear, of being fondled like the gentlest lap-dog."

After the action, the water being too deep to anchor in the Bay of St. Domingo, it was requisite to bring to, with the prizes, to repair damages, put the ships in a manageable state, and shift the prisoners, which took till the afternoon of the 7th ; when the admiral detached the Hon. Captain Stopford in the *Spencer*, with the *Donegal* and *Atlas*, which latter had lost her bowsprit, with the prizes to Jamaica.

The *Norumberland*, having been fitted with a jury main-mast, Admiral Cochrane returned to his command on the windward Island station, accompanied by the *Agamemnon* ; and Admiral Duckworth, himself, proceeded to Jamaica, with the *Canopus*, *Acasta*, and *Magicienne*. The prizes, after being repaired were sent to England, but *Le Brave* had suffered so severely in the engagement that she foundered on her passage. The crew, who had been three days and three nights at the pumps, were all saved except three. In commemoration of this ship, however, her name was given to the *Formidable*, captured in November, 1805, by Sir R. J. Straehan.

The thanks of both houses of parliament were voted to the officers and men engaged in this glorious scene. A pension of 2000*l.* per annum, was voted to Vice-admiral Sir J. T. Duckworth, and the order of the

Bath was conferred on Rear-admirals Louis and Cochrane. The committee of the Patriotic Fund resolved to present a vase of the value of four hundred pounds, ornamented with emblematical devices and an appropriate inscription, to the former ; vases of the value of three hundred pounds each, with appropriate inscriptions to the two latter. A sword of the value of one hundred pounds, or a vase of the same value, to each of the captains and commanders ; the sum of one hundred pounds to each of the lieutenants of his Majesty's navy, captains of Royal Marines, and other officers, in the second class of his Majesty's proclamation for the distribution of prize-money, who were severely wounded ; and the sum of fifty pounds to each officer of the same rank slightly wounded ; the sum of fifty pounds to each of the officers in the third class, severely wounded ; and the sum of thirty pounds to each officer of the same rank, slightly wounded ; the sum of forty pounds to each of the officers in the fourth class, severely wounded ; and the sum of twenty-five pounds to each officer of the same rank, slightly wounded ; the sum of forty pounds to every seaman or marine whose wounds may be attended with disability or loss of a limb ; the sum of twenty pounds to each seaman or marine severely wounded ; and the sum of ten pounds to each seaman or marine slightly wounded ; and that relief should be afforded to the widows, orphans, parents, and relatives, depending for support on the officers, petty-officers, seamen, and marines, who fell in the engagement, as soon as their respective situations should be made known to the committee.

On the 14th of January, Admiral Sir J. Borlase Warren sailed from Portsmouth with a squadron of

seven sail of the line, two frigates, two brigs and a cutter. The gallant admiral's flag was now flying on board the Foudroyant, of 80 guns. He arrived off Madeira on the 15th of the following month, and continued cruizing for some time off the Cape de Verd Islands. The London, of 98 guns, commanded by Sir Harry Burrard Neale, being a bad sailer was stationed to windward of the squadron; and about two o'clock in the morning of the 13th of March, was between two or three miles distant from the other ships, when she observed two strange sail crossing the fleet on a different tack. The necessary signals were accordingly made, and the admiral directed the squadron to wear likewise on the larboard tack. At day-light he made the signal for a general chase. By this time the London had opened her fire with the largest of the enemy's ships, which proved to be the Marengo, of 80 guns, commanded by Admiral Linois, and the Belle Poule, of 40 guns. The enemy endeavored to escape, but the London kept up a running fire upon them till half past seven, when the Amazon frigate, of 36 guns, Captain Parker, being the advanced ship, likewise pursued and engaged the Belle Poule, which was attempting to bear away.

Sir H. B. Neale having closed with his antagonist an obstinate conflict ensued. So well directed was the fire of the London, that all the officers and men on the quarter-deck of the Marengo were either killed or wounded. In the mean time a running fight ensued between the Amazon and Belle Poule; Captain Parker, the commander of the former, having been obliged to run so far to leeward of the Marengo, to avoid the fire of her heavy metal, that he was unable to close

The London. View of the capture of the Marengo. Admiral Linois.

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The London. Horn of Mao's capturing the Massarago. Admiral Boscawen.



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with his antagonist so soon as he wished. The action between the frigates continued nearly two hours, within musket-shot, the Amazon being unable to approach nearer. The remainder of the British squadron kept fast approaching. The *Ramilies* being a prime sailer first came up with the combatants. Just as she was about to pass the *London*, the latter poured in another broadside which made dreadful havoc among the enemy, above twenty of whom were killed or wounded by that fire alone. Her brave crew then cheered the *Ramilies* as she passed; the latter immediately returned the compliment, and placed herself between the *London* and the *Marengo*. The enemy fired but one shot at her in that situation, which was not returned by her crew, who had orders not to fire till they came within pistol shot. The French admiral perceiving that farther resistance would be vain, struck his colors, on which the first lieutenant of the *Ramilies* went on board and took possession of his ship. A few minutes afterwards the *Belle Poule* followed the example of the *Marengo*. In this conflict the French ships had 65 killed, and 80 wounded; among the latter were Admiral Linois, his son, and his first captain M. Vrignaud. The *London* had ten killed and 18 wounded, and the *Amazon* four killed and six wounded. The only officer killed on board the *London* was Mr. W. Rooke midshipman, son of Sir Giles Rooke, one of the judges of the Court of Common Pleas. The *Amazon* lost her first lieutenant, Mr. R. Seymour, and Mr. Prior second lieutenant of marines. After the action Sir J. B. Warren put into Port Praya, in the island of St. Jago, to refit, and after encountering a tremendous storm, in which the *Marengo* lost all her masts,

he arrived safe at Spithead with his prizes on the 14th of May.

On the morning of the 29th of January, the Bruizer gun-brig, of 14 guns, stationed in the Downs, and commanded by Lieutenant Smithies, discovered a lugger hovering about, as he afterwards found, with intent to board. The Bruizer bearing up, she made all sail, but was taken after a chase of seven hours, in which the crew hove most of their gun-carriages, stores, and provisions, overboard. She proved to be the *Impromptu* privateer, of Bologne, a remarkably fine vessel, with a complement of 50 men and 15 guns, two only of which were mounted.

On the same day the gun-brig *Growler*, Lieutenant T. Nesbit, in company with the *Attack*, Lieutenant T. Swain, fell in with and captured *Le Voltigeur*, lugger-privateer, of St. Maloe's, pierced for 14 guns, but having only six 5-pounders on board with a complement of 66 men. Having learned that another lugger, then in sight was also an enemy's privateer of a similar description, nothing was left undone to come up with her, and after a circular chase of nine hours, Lieutenant Swain got alongside and captured her. She proved to be *Le Sorcier*, of St. Maloe's, with 60 men and 14 guns, ten of which were thrown overboard during the chase.

On the morning of the 2d of February the *Druid* of 32 guns, Captain Broke captured, after a chase of 90 miles, the French privateer, *Prince Murat* of 18 guns and 127 men, a coppered ship and a fast sailer.

Lieutenant Usher, cruising in the *Colpoys*, hired brig, of 16 guns, off the coast of Spain, receiving informa-

tion that three Spanish gun-luggers, of two guns each, with soldiers, besides their crews on board, laden with steel and flax, had taken shelter in the harbour of Avillas, under protection of a battery of six 24-pounders, determined to go into that port and cut them out, if possible, with his boats. On the 21st of March, being off the above harbour, and it being calm, the Colpoys could make little way, but in a few hours a breeze springing up, the boats manned and armed, rowed towards the three luggers, (who were anchored close under the battery), and the Colpoys stood in to annoy the battery and cover the boats. The British tars bravely boarded them, notwithstanding a most heavy fire of cannon and musquetry from both the battery and luggers, cut their cables, and brought them safe out under the stern of the Colpoys. The Spanish soldiers jumped overboard soon after the attack of our seamen, and scrambled ashore on the rocks. The Colpoys was much cut in her sails and rigging. The boats had two men wounded, but not badly, in the above affair.

The Hon. Captain Paget, commanding L'Egyptienne, of 40 guns, cruizing off Cape Finisterre, having received intelligence of a French privateer being in the harbour of Muros, resolved to seize the first opportunity of gaining possession of her. He accordingly anchored off the port, on the evening of the 8th of March, and sent the boats to endeavor to cut her out. Though she was moored close to the beach, and under the protection of two batteries, which kept up an incessant fire, the attempt was crowned with complete success. She proved to be L'Alcide of Bourdeaux, a frigate-built ship, pierced for 34 guns, only two

years old, and had, when last at sea, a complement of 240 men.

Captain Lord Cochrane, of the *Pallas* frigate, of 32 guns, attached to the squadron commanded by Vice-admiral Thornborough off Rochefort, received intelligence that several vessels were lying in the river Garonne. He therefore proceeded thither, and a little after dark, on the evening of the 5th of April, the *Pallas* was anchored close to the shoal of Cordovan. About three o'clock, the national corvette, *La Tapaguese*, of 14 long twelve-pounders and 95 men, which had the guard, was boarded, carried, and cut out, about twenty miles above the shoals, within two heavy batteries, in spite of all resistance, by the first lieutenant, Mr. Haswell, Mr. Sutherland, the master, Messrs. Perkins, Crawford, and Thompson, together with the quarter-masters, and such of the seamen, the serjeant, and marines, as were fortunate enough to find place in the boats. The tide of flood ran strong at day-light on the 6th; *La Tapaguese* made sail, a general alarm was given; a sloop of war followed, an action continued, often within hail, till, by the same bravery by which the *Tapaguese* was carried, the sloop of war, which had been before saved by the rapidity of the current alone, after about an hour's firing, was compelled to sheer off, having suffered as much in the hull as the *Tapaguese* in the rigging.

The same morning, while the *Pallas* was lying at anchor, waiting for the boats which did not return till the morning of the 9th, three ships were observed bearing down towards her, making many signals; they were soon perceived to be enemies. In a few minutes, the anchor was weighed; and with the remainder of the

officers and crew, the chased, drove on shore, and wrecked, one national 24-gun ship, one of 22 guns, and *La Malicieuse*, a beautiful corvette, of 18 guns; their masts went by the board, and they were involved in a sheet of spray.

The vessels taken or destroyed in this spirited enterprise, were *La Tapageuse*, of 14 guns and 95 men—taken; *La Malicieuse*, of 18 guns—wrecked; Imperial ship, of 24 guns—wrecked; Imperial ship, of 22 guns—wrecked. It must excite the highest astonishment that the whole of this business, was effected almost without loss on the part of the *Pallas*, which had none killed and only three wounded.

On the 9th of April, Captain Brace of the *Virginie*, of 38 guns, fell in with, and captured the Spanish schooner privateer, *Vengador*, mounting 14 guns, and having a complement of 82 men.

On the 16th of the same month, Captain Allan, of the Hind revenue cutter, having received information at Sicily, that a vessel had been captured off that Island by a French brig privateer, of 14 guns, immediately got under weigh, and proceeded to sea. On the 18th, had the satisfaction of falling in with her; she hoisted American colors, and allowed the Hind to approach; fired a broadside and a volley of musketry; then, with a crowd of sail, she attempted to get off, on her superior sailing; but, after a chase from nine *a. m.* till twelve, and a running fight from twelve to three, she struck. She proved to be *L'Intrepide* of St. Maloe's, of 14 guns, eight of which had been previously put into the hold, Joseph Boursin commander, who, with two of the enemy, were killed, and two dangerously wounded. She had captured four vessels, one of which,

was afterwards retaken by the *Confiance*. The *Hind* had none killed or wounded, and sustained no other damage than in her sails and rigging.

On the morning of the 28th of March, Captain J. W. Loring, in the *Niobe*, of 38 guns, discovered three French frigates and a brig standing out of L'Orient. He immediately gave chase, in the hope of finding an opportunity to attack them separately, and at ten at night came up with, and took possession of the sternmost, the national corvette, *Le Marque*, of 16 guns and 96 men, which had sailed from L'Orient the same morning victualled and stored for five months.

On the 19th of April, Lieutenant Usher, in the *Colpoys*, hired brig, standing along the French shore, between the *Glenans* and *Isle Groer*, with the *Attack* in company, perceived two chase mares at anchor, in the entrance of the river *Donillan*, and which, upon their approach, quitted their anchorage and ran up the river. Finding it necessary to silence a two-gun battery before the boats could get to them, Lieutenant Usher, landed with twelve men from each brig, and, after a short skirmish, got possession of, and nailed up the guns, (twelve-pounders); he afterwards brought the vessels down the river, and destroyed the signal post of *Donillan*. The only damage the vessels sustained was having some of their standing, running rigging, and sails cut

On the 26th of the same month, as Captain Collier, of the *Minerva*, of 36 guns, was waiting in *Finisterre Bay* for moderate weather, and the junction of his Majesty's gun-brig, *Conflict*, Lieutenant J. B. Batt, to cut out some small craft lying under the town, a French privateer lugger rounded the Cape, and im-

mediately wore, and stood to sea. At eleven, *p. m.* after a chase of nearly sixty miles, she was boarded by Lieutenant Batt, and proved to be the French lugger Finisterre, of fourteen guns and fifty-two men, commanded by Mons. Michel Dence.

On the 1st of May, Captain Broke, in the *Druid*, fell in with a French brig corvette, which, after a run of 160 miles, he chased into the squadron of Rear Admiral Stirling, where she was brought to. She proved to be *Le Pandour*, of 18 guns, two of which were thrown overboard during the chase, and 114 men, commanded by M. Malingre, capitaine de vaisseau, from Senegal, bound to France.

Lord Cochrane, the gallant commander of the *Pallas* frigate, having observed that the French trade on the west coast, was kept in port, in a great measure by their knowledge of the exact situation of his Majesty's cruizers, constantly announced at the signal-posts, it appeared to him to be some object, as there was nothing better in view, to endeavour to stop this practice. Accordingly the two posts at *La Pointe de la Roche* were demolished; next, that of *Caliola*; then, two in *L'Ance de Repos*, one of which Lieutenant Haswell and Mr. Hillier, the gunner, took in a neat style from upwards of 100 militia. The marines and boats' crews behaved exceedingly well; all the flags were brought off, and the houses built by government, burnt to the ground—On the 9th of May, the zeal of Lieutenant Norton of the *Frisk* cutter, and Lieutenant Gregory of the *Contest* gun-brig, induced them to volunteer to flank the battery on *Point d'Equilon*, while the *Pallas* attacked it by land in the rear, but it was carried at once; and one of 50 men, who were station-

ed to three 36-pounders, was made prisoner, the rest escaped. The battery was laid in ruins, guns spiked, carriages burnt, barrack and magazine blown up, and all the shells thrown into the sea. The signal-post of L'Equilon, together, with the house, shared the fate of the gun-carriages; the convoy got into a river beyond the reach of our enterprising tars, only three of whom were wounded in these attacks.

A few days afterwards the same intrepid officer was engaged in one of the most gallant actions performed during the war. The Pallas being the in-shore look-out frigate attached to the squadron of Vice-admiral Thornborough, off Rochfort, on the evening of the 14th of May, brought a large French frigate, of 40 guns and upwards, to close action in the mouth of the harbour, and in sight of the whole of their squadron, under the battery of L'Isle d'Aix, having previously cannonaded a large French brig, which struck her Imperial colors to the Pallas. Lord Cochrane reserved his fire for the frigate until the muzzles of his guns touched the Frenchman's, when he discharged his whole broadside, four shot in every gun, plump at him, which had the most complete effect; the enemy's fire being silenced, his decks cleared, and his dastardly crew to a man quitted their quarters; the French captain only on the quarter-deck, shaking his sword at Lord Cochrane. Observing the situation of their consort, two others of the enemy's heavy frigates immediately slipped their cables and bore down to her assistance. The Pallas having lost her fore-top-mast, and received considerable injury in her sails and rigging, by the shock she received in coming in contact with the enemy, and the frigates approaching her fast,

she was reluctantly compelled to quit her well-earned prize, and resign the honor of adding one of the finest frigates in France to the list of the British navy. A trait in the noble conduct of the heroic commander of the Pallas is worthy of remark: when the two ships were on board each other, his lordship skilfully ordered his bower anchor to be cut away on board the Frenchman, to secure him and tow him out with the help of a spring, which was actually done. The enemy might judge the size of our little frigate, by the English anchor, (if *shame* did not induce them to throw it overboard) as the Pallas was obliged to cut the cable, and leave this token of possession behind her. In this conflict the Pallas had one man killed and two wounded. The Pallas was taken in tow by the Kingfisher sloop, brought out to sea, and joined the squadron next morning. Having been supplied with another top-mast, &c. she was sent back to resume her station.

The tender of the Surinam brig, mounting only four swivels and four musketoons, with 10 men, commanded by first-lieutenant Ross, was becalmed on the 17th of May, within two miles of Bilboa Castle; two armed boats, with 30 soldiers in each, besides seamen, were sent out to capture this small vessel; but met with such a noble resistance, as to sink one of the boats, and every person in her was either killed or wounded: which so intimidated the crew of the other, as to make her sheer off, having six men killed. Five armed boats more were now rowing out to renew the attack, when most fortunately a breeze of wind sprung up, which relieved this gallant little crew from so unequal a combat. The brave Lieutenant Ross, and two

seamen were wounded. A short time previous to this event the boats of the Surinam, had cut three Spanish schooners out of the harbour of Bilboa.

Captain Collier of the *Minerva*, being detached by Rear-admiral Harvey, commanding a squadron off Cape Finisterre, to annoy the enemy's trade along the Spanish coast, near Ferrol and Vigo, and having reason to believe that there were some logger privateers in Finisterre Bay, under the protection of the fort, dispatched two boats on the night of the 22d of June, to scour the bay. From among the volunteers for this service, it fell to the lot of Lieutenant Mulcaster, first-lieutenant, accompanied by Lieutenant Menzies, of the royal marines, to command the cutter; the barge was directed by Lieutenant Ogle Moore. The first object of these brave officers, was the fort, mounting eight brass guns, twenty-four and twelve-pounders, which commanded the vessels. This was carried in a most neat and masterly manner by the bayonet and pike, before the guard had either time to raise the drawbridge or discharge a 12-pounder, which had been brought to face the gate, (a fishing-boat having apprised them of the approach of our boats), part of the Spanish guard laid down their arms; the rest escaped. As the day began to dawn, and as the men were much harassed from a long row to the shore, and a fatiguing march over a heavy sand, the party were obliged to confine themselves to spiking the guns, and throwing some of them into the sea, before they took possession of the vessels. These consisted of five Spanish luggers and *chasse marées*, mostly laden with wine, bound to Ferrol and Corunna, which they carried off in

triumph, and rejoined the *Minerva*. This service was executed without a man being hurt, though the boats on their return, during a calm of nearly three hours, were exposed to the fire of a two-gun battery, from a hill to the southward of the town.

On the 19th of July, the *Blanche*, of 38 guns, Captain Lavie, fell in off the Ferro islands, with *La Guerriere* French frigate, of 50 guns and 317 men, commanded by M. Hubert, a member of the Legion of Honor. This ship was one of the three which escaped out of *L'Orient*, on the 28th of March, and steering in a northern direction, had proceeded towards Greenland, for the purpose of annoying the British ships engaged in the fisheries. In the accomplishment of this design they had been but too successful; *La Guerriere* alone having taken eight of those vessels. Notwithstanding her great superiority of force, the *Blanche* immediately brought her to action, and, after a sharp contest of forty-five minutes, compelled her to strike. The fire of the *Blanche* made great havoc among her crew, twenty of whom were killed and thirty wounded; while the damages of the English vessel were confined to her top-masts, rigging, and sails; a lieutenant and three marines wounded. The *Blanche* proceeded with her prize to Yarmouth. His Majesty conferred the honor of knighthood on Captain Lavie for his gallantry on this occasion.

We shall now proceed to a survey of the operations in the Mediterranean, during the first part of the year 1806.

Admiral Collingwood, the commander-in-chief on this station, having received intelligence that some French frigates in the port of Cadiz were ready to put

to sea, kept the Hydra frigate and Moselle sloop close off the port for the purpose of watching them narrowly. The squadron remained at the distance of about ten leagues, till, on the 23d of February, a strong Levant wind came on, and drove it on the 26th, as far to the westward as Cape St. Mary. The same night, at nine o'clock, the look-out ships standing in shore with a strong easterly wind discovered the enemy's squadron of frigates already outside of them. Captain G. Mundy of the Hydra, immediately bore up, intending to steer on a parallel with the enemy, in order to watch their movements, and directed Captain Gordon, of the Moselle, to give Lord Collingwood information of the circumstance. Meanwhile the Hydra continued to gain upon the enemy. At half past two she had closed them considerably in consequence of their having altered their course a point to the westward; and observing one of them to be much astern of the rest Captain Mundy thought it might be possible to cut her off. After a chase of two hours he came up with her, on which she fired a broadside and surrendered. She proved to be *Le Furet*, French man of war brig commanded by M. Demay, lieutenant de vaisseau, mounting 18 long nine-pounders, but pierced for 20 guns, of the largest dimensions and stored and victualled for five months.

A squadron was meanwhile stationed off Carthagena, for the purpose of watching the Spanish force in that harbour. On the 3d of April, two Spanish ships of the line, a frigate and brig, came out of the port, having under their protection a few small coasters. The ships of the line and frigate gave chase to the *Renommée*, of 38 guns, commanded by Sir Tho-

mas Livingstone, while the brigand convoy steered along shore to the westward, the wind being N. E. Finding that the *Renommée* had left the Spanish ships a great distance a-stern, he made sail as soon as it was dark for Cape de Gatte, in the hope of cutting off the brig. At two, A. M. on the 4th, he saw the brig anchor under Fort Calleraces, distant from it about two cables length. When he did get up, her fire was soon silenced, and she was in his possession; at half-past three, the batteries on the shore began to fire, and continued doing it till he was out of their range. In this affair his Majesty's ship received little or no damage, and had only two men wounded. The brig proved to be the *Vigilante*, belonging to his Catholic Majesty, commanded by Teniente de Navio Don Joseph Julian, mounting 18 guns, viz. twelve 12-pounders, long guns, and six 24-pounders, shorter, with a crew of 109 men, and well calculated for his Majesty's service. She had one man killed and three wounded, Her main mast went overboard soon after he took possession; and the foremast was near sharing the same fate; the *Renommée*, therefore, took her in tow, and carried her prize to Gibraltar.

The French having, early in this year, driven the King of Naples from his throne, and reduced the whole of the continental possessions of that monarch, a squadron was detached by Lord Collingwood, under the command of Rear-admiral Sir Sydney Smith, to annoy the enemy on that coast. On his arrival there, at the latter end of April, that officer found things in the state that may be well imagined on the government being displaced from its capital, with the loss of one of the two kingdoms, and the dispersion of the army as-

sembled in Calabria. He had the satisfaction of learning that Gaeta still held out, although as yet without succour, he therefore lost no time in supplying the most essential articles to Gaeta, and communicating to his Serene Highness the governor (on the Breach battery, which he never quitted) the assurance of further support to any extent within his power, for the maintenance of that important fortress, so long preserved by his intrepidity and example. Things wore a new aspect immediately on the arrival of the ammunition; the redoubled fire of the enemy with red-hot shot into the mole (being answered with redoubled vigour) did not prevent the landing of every thing that was brought, together with four of the Excellent's lower-deck guns, to answer this galling fire, which bore directly on the landing-place.—A second convoy with the Intrepid, placed the garrison beyond the immediate want of any thing essential, and the enemy from advancing his nearest approaches within 250 yards, was reduced to the defensive in a degree, dreading one of those sorties, which the Prince of Hesse had already shewn him his garrison was equal to, and which was become a much safer operation, now that the flanking fire of eight Neapolitan gun-boats which Sir Sydney had brought with him, in addition to four his Highness had already used successfully, would cover it, even to the rear of the enemy's trenches. Arrangements were put in train for this purpose, and, according to a wise suggestion of his Serene Highness, measures were taken for the embarkation of a small party from the garrison to land in the rear of the enemy's batteries to the northward. The British admiral confided the execution of the naval part of this arrangement to Cap-

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Engraved by Chapman from an original Portrait.

SIR SYDNEY SMITH,
Rear Admiral of the Blue.

Pub. Jan. 22. 1800 by James Guttery, London.

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tain Richardson, of his Majesty's ship *Juno*, putting the Neapolitan frigate and gun-boats under his orders. His Serene Highness possessing the experience of European warfare, and a most firm mind, Sir Sydney felt that he could quit the garrison without apprehension for its safety in such hands, and could best co-operate with him, by drawing some of the attacking force off for the defence of Naples. He accordingly proceeded thither with the line-of-battle ships *Pompee*, *Excellent*, *Athenienne*, and *Intrepid*. The enemy's apprehension of attack occasioned them to convey some of the battering train from the trenches before Gaeta to Naples. The city was illuminated on account of Joseph Buonaparte proclaiming himself King of the Two Sicilies. The junction of the *Eagle* made five sail of the line, and it would have been easy for their fire to have interrupted this ceremony and shew of festivity, but Sir Sydney considered that the unfortunate inhabitants had evil enough on them; that the restoration of the capital to its lawful sovereign and its fugitive inhabitants would be no gratification if it should be found a heap of ruins, ashes, and bones, and that as he had no force to land and keep order, in case of the French army retiring to the fortresses, he should leave an opulent city a prey to the licentious part of the community, who would not fail to profit by the confusion the flames would occasion; not a gun was fired: but no such consideration operated on his mind to prevent his dislodging the French garrison from the island of Capri, which, from its situation, protecting the coasting communication southward, was a great object for the enemy to keep. The admiral accordingly summoned the French Commandant to surrender; on his

non-acquiescence, he directed Captain Rowley, in the *Eagle*, to cover the landing of marines and boat's crews, and caused an attack to be made under his orders. That brave officer placed his ship judiciously, nor did he open his fire till she was secured, and his distance marked by the effect of musquetry on his quarter-deck, where the first lieutenant fell wounded, and a seaman was killed. An hour's fire from both decks of the *Eagle* (between nine and ten o'clock) with that of two Neapolitan mortar-boats, drove the enemy from the vineyards within their own walls ; the marines and seamen mounted the steps ; for such was their road, headed by the officers, nearest to the narrow pass, by which alone they could ascend. Captain Staner commanding the *Athenienne's* marines gallantly pressing forward gained the heights, and the French Commandant fell by his hand : this event being known, the enemy beat a parley ; a letter from the second in command claimed the terms offered, the capitulation was signed, and the garrison allowed to march out and pass over to Naples with every honor of war, after the interment of their former brave commander with due respect. The English thus became masters of this important post. The enemy not having been allowed time to bring two pieces of heavy cannon with their ammunition to Capri, the boat containing them, together with a boat loaded with timber for the construction of gun-boats at Castelamare, took refuge at Massa, on the main land opposite to the island, where the guard had hauled the whole upon the beach. Sir Sydney detached the two mortar-boats and a Gaeta privateer, under the orders of Lieutenants Faliverne and Rivera, to bring them off, sending only Mr. Williams, midship-

man of the Pompee, from the squadron, on purpose to let the Neapolitans have the credit of the action, which they fairly obtained ; for, after dislodging the enemy from a strong tower, they not only brought off the boats and two 35-pounders, but the powder (20 barrels) from the magazine of the tower, before the enemy assembled in force.

The projected sorties from Gaeta, took place on the 13th and 15th of May, in the morning, in such a manner as to reflect the highest credit on the part of the garrison and naval force employed—The covering fire from the fleet was judiciously directed by Captains Richardson and Vicuna. On the 23d, obtaining intelligence that the enemy had two 36-pounders in a small vessel on the beach at Sealea, Sir Sydney sent the Pompee's boats in for them ; but the French troops were too well posted in the houses of the town, for them to succeed without the cover of the ship. He accordingly stood in with the Pompee ; sent a message for the inhabitants to withdraw ; which being done, a few of the Pompee's lower deck guns cleared the town and neighboring hills, while the launch, commanded by Lieutenant Mouraylian, with Lieutenant Oats, of the marines, and Mr. Williams, drove the French with their armed adherents from the guns, and took possession of the castle, and of them. Finding, on landing, that the town was tenable against any force the enemy could bring against him, from the nearest garrison, in a given time, the admiral took post with the marines ; and, under cover of their position, by the extreme exertions of Lieutenant Carrol, Mr. Ives, master, and the petty officer and boats' crews, the

guns were conveyed to the Pompee, with twenty-two barrels of powder.

On the 17th of April, Captain Prowse, in the *Sirius*, of 36 guns, being a few leagues to the eastward of Civita Vecchia, received intelligence that a French force was to have sailed the same morning from that place for Naples. He crowded a press of sail in the same direction, and about four P. M. the enemy were seen from the mast-head near the shore. On closing with them, just after sun-set, Captain Prowse had the satisfaction to find them in compact order of battle, within two leagues of the mouth of the Tiber, near a dangerous shoal, lying-to with resolution to await the attack. Their force consisted of the following vessels: —

Ship, *La Bergere*, eighteen 12-pounders, one 30-pound carronade, and 189 men.

Brig, *L'Abeille*, eighteen 9-pounders, two 36-pound carronades, and 160 men.

Brig, *La Legere*, twelve 9-pounders.

Brig, *Le Janus*, twelve 9-pounders

Bombard, *La Victoire*, twelve 18 and two 68-pound carronades.

Cutter, *La Gauloise*, four 4-pounders, and one 36-pound carronade.

Gun-ketch, *La Jalouse*, of the same force.

————— *La Gentille*, ditto.

————— *La Provencale*, ditto.

Notwithstanding this disparity, the gallant Captain Prowse bore down upon the enemy, and at seven o'clock, being within pistol-shot, he opened a vigorous fire upon their ships. The engagement was long and

obstinate. After an incessant fire of two hours, the commodore of the hostile squadron, hailed the *Sirius*, announcing his surrender. His determined resistance, together with the dangers of the shore, and the crippled condition of the *Sirius*, and the darkness of the night, prevented Captain Prowse from pursuing the remainder of the flotilla, though several of them were much disabled, and had been compelled, a short time before the commodore struck, to cease their fire and sheer off. The *Bergere*, the captured vessel, commanded by Chaney Duolves, capitaine de-fregate, and a member of the Legion of Honor, was a remarkably fine vessel and a good sailer. In this conflict the *Sirius* had nine killed, including Mr. William Adair, the master's mate and nephew of her brave commander and 20 wounded. The loss of the enemy is not stated.

On the morning of the 4th of May, the boats of the *Renommée* and *Nautilus*, under the direction of Lieutenant Sir William Parker, of the former vessel, gallantly boarded, and carried the *Giganta*, Spanish schooner, of nine guns, and thirty-eight men, though she was lying under the guns of the town and tower of Vieja, and defended by the fire of more than one hundred musketry. In this affair the English had one midshipman and six men wounded, and the Spaniards nine wounded, one of them mortally.

We now proceed to notice the principal naval occurrences in the West Indies.

Captain Dashwood, in the *Franchise*, of 36 guns, having received information from a neutral, that several Spanish vessels had arrived in the Bay of Campeachy, conceived it possible, from the knowledge he

had of the place, that they might be cut out without much risk. He accordingly proceeded thither, and in the evening of the 6th of January, anchored the Franchise in quarter-less-four-fathoms, abreast of the town of Campeachy; and as it was impossible, from the shallowness of the water, to approach nearer to the shore than five leagues, he dispatched the senior officer, Lieutenant John Fleming, accompanied by Lieutenant P. G. Douglas, the third Lieutenant Mends, of the marines, and Messrs. Daly, Lamb, Chalmers, and Hamilton, midshipmen, in three boats, with orders to scour the bay, and bring off such of the enemy's vessels as they might fall in with. But, from the distance they had to row, joined to the darkness of the night, and the uncertainty of their position, it was four o'clock in the morning before they could possibly arrive, long after the rising of the moon, which unfortunately gave the enemy warning of their approach, and ample time for preparation, even to the tricing up of their boarding-nettings, and projecting sweeps, to prevent the boats from coming alongside; and although the alarm was thus given from one end of the bay to the other, and instantly communicated to the castle on shore, yet nothing could damp the ardor and gallantry of the officers and crew, who had volunteered on this, (as it ultimately proved) hazardous service; for that instant, two of his Catholic Majesty's brigs, one of 20 guns, and 180 men, the other of 12 guns, and 90 men, accompanied by an armed schooner of eight, and supported by seven gun-boats, of two guns each, slipped their cables, and commenced a most severe and heavy cannonading on the three boats, which must soon have annihilated them, had not Lieutenant

Fleming, with great presence of mind, and unchecked ardor, most boldly dashed on, and instantly laid the nearest brig on board. He was so quickly supported by Lieutenant Douglas in the barge, and Mr. Lamb in the pinnace, that they carried her in ten minutes, notwithstanding the very powerful resistance they met with. The whole of this little flotilla pursued them for some distance, keeping up a constant firing of guns and musketry, which was so smartly returned both by the brig and boats, that they soon retired to their former position, leaving Lieutenant Fleming in quiet possession of his prize, which proved to be the Spanish brig *Raposa*, pierced for 16, but only 12 guns mounted, exclusive of cohorns, swivels, and numerous small arms, with a complement of 90 men, but only 75 actually on board; the Captain, Don Joaquin de la Cheva, with the senior lieutenant, the civil officers and a boat's crew, being absent on shore. She appeared to be almost a new vessel, coppered, a good sailer, and admirably calculated for his Majesty's service. This business was performed without the loss of a single man on the part of the English, and only seven slightly wounded. The enemy had an officer and four men killed, many jumped overboard and were drowned, and the commanding officer and 25 wounded. The whole of these were humanely sent by Captain Dashwood, with a flag of truce on shore, where they could receive better attendance than it was possible to afford them on board.

On the 17th of February, Captain Younghusband, in the *Heureux*, of 24 guns, fell in with the French privateer *La Bellone*, mounting 14 nine-pounders, and having on board 117 men, which he captured after

a short chase. The *Bellone* had on board 8000 dollars being her owner's share of a prize which she had carried into Cayenne.

The same ship on the 8th of March, fell in with the French privateer *Le Huron*, of 18 guns and 130 men. As soon as the *Heureux* had come alongside of her, the enemy opened a smart fire, which was soon silenced, and they were compelled to strike. The captain, second lieutenant, and two men were killed and seven wounded. The *Huron* was afterwards purchased by the inhabitants of the island of St. Christopher, and presented to government to be employed in that sea. Her name was changed to the *St. Christopher*.

At day-light, on the morning of the 24th of March, Sir Edward Berry, in the *Agamemnon*, of 64 guns, discovered two sail, which appeared to be a frigate in chase of a brig, steering large under a press of sail. The former he soon found to be the *Carysfort*, Captain M'Kenzie, who had been in chase thirty hours, and by the greatest attention and perseverance kept sight the whole night of the enemy who manœuvred in a masterly style. Finding she could not cross the *Agamemnon*, she surrendered, and proved to be the French national brig *La Lutine*, M. Crocquet Decha-teurs, commander, from L'Orient, bound to Martinique. She was a remarkably fine new vessel, quite new, and mounted 18 guns, two of which were thrown overboard during the chase. She was taken into the service and named the *Hawke*.

On the 26th of the same month, Captain Ross, in *La Pique* of 36 guns, crossing over from Santa Domingo to Curacoa, fell in with two men of war brigs standing in for the land. As soon as he was within

long range, Captain Ross commenced firing to prevent their getting in with the shore, and from the superior sailing of La Pique, he closed with them at two *p. m.* when a most destructive fire ensued for about twenty minutes. Being favored by a flaw of wind the helm was put down, which placed La Pique immediately across the hawse of the commodore. She was instantly boarded, but every inch of her decks was defended with great obstinacy. The contest was very severe while it lasted, but in a few minutes the colors were hauled down, and after a few more broadsides, her companion likewise struck her colors. The prizes proved to be Le Phaeton and Le Voltigeur, each of 16 guns and 120 men, beautiful vessels, and only nine months old. It was impossible for ships to be more gallantly defended, every thing being cut to pieces and one half of their crews killed and wounded. The loss of La Pique, was nine killed, including the master, and fourteen wounded; among whom were the first and third lieutenant. The former, Lieutenant Ward, was for his gallantry appointed, with the rank of commander, to the Voltigeur, whose name was changed to the Pelican; as was that of her consort to the Mignonne.

Towards the conclusion of May, the crew of the Dominica brig, of 14 guns, stationed off the island of the same name, mutinied against their officers and carried the ship into Guadaloupe. Here she was immediately equipped by General Ernout, and sent with another vessel on an expedition against the shipping in Roseau Bay, Dominica. At the time of the mutiny the island was left without any immediate protection and many very valuable sugar ships were moored

in the bay. On the re-appearance of the Dominica, the president prevailed on the captain of the Duke of Montrose packet, which just then happened to be at the island, to receive on board a party of the 46th regiment and to give chase. Meanwhile Captain Bluett, in the Wasp, of 18 guns, and the Cygnet of the same force commanded by Captain Campbell having received intelligence of the approach of the enemy, immediately went in chase of them. The Wasp came up with and took the cutter, whose name had been changed to the Napoleon, commanded by Vincent Gautier and having on board 73 men. The Duke of Montrose brought the schooner to action, and after an engagement of three quarters of an hour, with musket and pistol shot, the enemy struck, on the approach of the Cygnet. The schooner was named the Imperial mounting one long 9-pounder, two 2-pounders, and 65 men. The French General, Hortade, with a party of soldiers, was taken on board these vessels.

On the 28th of May, Captain Coghan, in the Renaud, of 18 guns, captured after a chase of 64 hours, the French national brig, Diligent, commanded by Captain Thevenard, carrying 16 guns, and a crew of 125 men, charged with dispatches from Guadaloupe for France, which were thrown overboard during the chase.

On the North American station, Captain Hawker, of the Tartar, of 32 guns, in company with the Bacchus cutter, fell in, on the 9th of June, with the French corvette L'Observateur, which struck after a resistance of a few minutes. She carried 18 guns, though pierced for 20, and 104 men; was commanded by Captain

Crozier, and victualled and stored for four months. She had sailed on the 13th of May, from Cayenne, in company with L'Argus corvette of 20 guns, which was directed to cruize near Bermuda. Commodore Beresford, the senior officer at Halifax, appointed the Hon. Lieutenant Crofton to act as commander of the prize, with officers and a complete crew, and sent her off Bermuda in quest of the Argus.

Sir Samuel Hood, commanding the squadron stationed off Rochefort, having received intelligence that two French corvettes, with a convoy were lying in the entrance of the river Garonne, dispatched a boat from each of the line of battle ships to attempt to cut them out. These being joined by the three boats from the Indefatigable, and three from the Iris, quitted the former, under the conduct of Lieutenant Sibly, of the Centaur, on the evening of the 15th of July. Le Cæsar the largest corvette, of 18 guns, and 86 men, was boarded and carried in a style highly honorable to the national character, after a severe conflict; the Frenchmen being in every respect well prepared and expecting the attack. The western breeze springing up after the boats left the Indefatigable, and blowing stronger as they advanced proved truly perplexing; for it was the only circumstance that could have prevented the whole convoy from falling into the hands of the bold assailants. They took advantage of it, on the first attack, made sail, and escaped before the wind and tide up the Garonne. The greater part of the boats were either shot through or so badly stove that they were swamped and obliged to be cut adrift from the brig. From the unfavorable state of the wind and tide, the boat belonging to the Revenge, with a midshipman

and eighteen men was driven up the Garrone, where her crew were made prisoners. Including these, the loss of the British amounted to six killed, 36 wounded, and 21 missing. The gallant Lieutenant Sibly having received seven severe wounds from the pike and sabre, Lieutenant Parker took the command of the *Cæsar* and worked her out past the batteries, which, with the other brig kept up a constant cross fire on her for nearly two hours.

On the 27th of July, the *Mars*, Captain Oliver, being the look-out ship of the squadron stationed under the command of Captain Keates, off Belleisle, discovered four strange sail in the south west quarter. Captain Oliver immediately gave chase, but when night came on, he lost sight of them. He, however, continued steering about a point free the whole night, under a press of sail, judging, from the course of the enemy's squadron when first seen, that it would increase their difficulty of getting to leeward of the *Mars*. Nor was he disappointed in this expectation, for at day-light the next morning they were discovered precisely on the same bearing though at a greater distance, excepting their stern-most ship, which the *Mars* appeared to be gaining on. This induced the French commodore to tack with his three headmost ships and join her. They then formed in line of battle on the larboard tack as if with a determination to try the fortune of war; but after making some signals, he sheered off about three in the afternoon, with three frigates. The other continued her course under an extraordinary press of sail, and Captain Oliver finding she was the only one he had gained on during a chase of 150 miles, continued the pursuit till six *p. m.* when

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the Mars ranged upon her lee quarter in the midst of a violent storm of wind and hail. After receiving the first shot, just at the moment the Mars was about to open her broadside the enemy struck her colors. She proved to be one of the frigates which had escaped, early in the year, from Cadiz, mounting 44 guns, eighteen-pounders, and manned with 318 men, commanded by Captain Chesneau. Soon after Le Rhin had surrendered, on the squall clearing away, the other three frigates were discovered standing to the south-east, but the weather rendered it impracticable for the Mars to continue the pursuit any farther.

In the East Indies, no event worthy of notice occurred during the early part of 1805. Off the Cape of Good Hope a capture of some consequence was made, the account of which, will conclude, for the present, our chronicle of naval transactions.—Captain Stiles, in the *Adamant*, of 50 guns, proceeding with a convoy of East Indiamen to the Cape, fell in, on the 6th of May, with the Spanish ship *Nostra Senora de los Dolores*, alias *La Reparadora*, of 30 guns, 12 and 24-pounders, and 315 men, commanded by Captain Comand, which surrendered with resistance. She was a strong vessel about four years old, coppered, and well-adapted for the service. The capture of this ship was the more gratifying, as, from her magnitude and force, she might have done much mischief to the trade on the coast of Africa. Her crew were a desperate set of French, Spaniards, Portuguese, and Americans, the principal officers belonging to the former nation. She had been out a month from Monte Video in Rio de la Plata, had received authority from the viceroy to wear the colors of the King of Spain, and

had on board a company of Spanish infantry. Captain Stiles carried his prize to the Cape.

Subjoined is an accurate statement of the force of the British navy at the end of July 1806:—

	Line.	50 to 44	Frig.	Sloops, &c.	G. Brig and under.	Total.
In Commission	132	17	166	196	242	753
Total number including re- ceiving ships, those repair- ing, in or- dinary, and building.	211	33	234	252	263	1003

Cap-

force of

Total.

753

1003

BIOGRAPHICAL MEMOIRS

OF

DISTINGUISHED NAVAL OFFICERS.

CONFORMABLY to the practice adopted in the preceding volumes, we shall now present the reader with some biographical particulars relative to those officers, who have especially distinguished themselves in the period embraced by this last portion of our naval history.

VICE-ADMIRAL LORD COLLINGWOOD.

Cuthbert Collingwood was born at Newcastle-upon-Tyne, of which his parents were respectable, though not opulent inhabitants. He manifested, at a very early age, an inclination for a maritime life, and after some years' education at the grammar-school, under the care of the Rev.-Mr. Moises, he entered, in 1761, into the service under the protection of his maternal uncle, Captain (afterwards Admiral,) Braithwaite, who had, at that time, the command of the Shannon frigate. With that officer he served several years. In 1766 he was a midshipman in the Gibraltar, and from 1767 to 1772, master's mate in the Livespool. From

the latter he was removed into the *Lenox*, Captain (now Admiral) *Roddam* whose connection with, and regard for the family, led him to take both *Cuthbert* and his brother *Wilfred* under his protection, and to interest himself in their promotion. By him likewise *Mr. Collingwood* was recommended to Vice-admiral *Graves*, and afterwards to Vice-admiral *Sir Peter Parker*.

The early prospects of *Mr. Collingwood*, were far from brilliant. He had been thirteen years in the service without promotion, when, in 1774, he went in the *Preston*, under the command of Vice-admiral *Graves* to America, and was, the following year, promoted to the rank of fourth lieutenant in the *Somerset*, on the day of the battle of *Bunker's Hill*, whither he was sent with a party of seamen to supply the army with necessaries for the service. In 1776 he was sent to Jamaica in the *Hermit* sloop, and soon afterwards the *Lowestoffe* came to the same station, of which the late *Lord Nelson* was at that time second lieutenant. With that officer Lieutenant *Collingwood* had before been in the habits of great friendship, and it is deserving of remark that whenever the one advanced a step in rank, the other succeeded to the station which his friend had quitted; first in the *Lowestoffe*, in which upon the promotion of Lieutenant *Nelson* into the *Bristol*, the flag-ship of Vice-admiral *Sir Peter Parker*; and when the former was promoted in 1783 from the *Badger* to the rank of post captain in the *Hinchinbrooke*, Lieutenant *Collingwood* was made master and commander in the *Badger*, and again on his promotion to a larger ship the latter was made post into the *Hinchinbrooke*.

In that ship Captain Collingwood was employed in 1780, in an expedition to the Spanish main, up the river San Juan. The unhealthiness of the climate soon generated contagious disorders, and in the space of four months swept away 180 out of 200 men composing the crew of the Hinchinbrooke. The strength of his constitution, enabled Captain Collingwood to resist many attacks, and in August he quitted a station which had proved equally fatal to the other ships that were employed. In December, of the same year, he was appointed to the command of the Pelican, of 24 guns, but his continuance in that ship was not of long duration, for, on the 1st of August, 1781, she was wrecked upon the Morant-Key during the dreadful hurricane which proved so destructive to the West India islands in general. The crew were however saved, as well as their commander.

It was not long before an opportunity presented itself to resume his station in the service of his country. He was appointed next to the command of the Sampson, of 64 guns, in which ship he served till the peace of 1783, when she was paid off, and he was appointed to the Mediator, and sent to the West Indies, where he again met his friend Nelson, who at that time commanded the Boreas frigate upon the same station. The friendship which subsisted between these two young men, who were hereafter to make so conspicuous a figure upon the great theatre of naval glory, appears from the letters which were written during this period by the latter, to his friend Captain Locker, In one of these, dated on board the Boreas, September 24, 1784, he says, "Collingwood is at Grenada, which is a great loss to me, for there is nobody I can

make a confidant of." In another, dated November 23, "Collingwood desires me to say he will write you soon such a letter that you will think it a history of the West Indies. What an amiable good man he is!" Off Martinique, March 5, 1786, he writes, "This station has not been over pleasant; had it not been for Collingwood, it would have been the most disagreeable I ever saw." In this ship, and upon this station, he remained until the latter end of 1786, when, upon his return to England, the ship being paid off, he took the opportunity to visit his native county, and renew his acquaintance with his family and friends, from whom he had been so long separated.

In this retirement, after a service of five-and-twenty years, he continued to enjoy himself in Northumberland until the year 1790, when on the expected rupture with Spain, he was again called into employ in the armament then fitting out, and appointed to the *Mermaid*, of 32 guns, under the command of Admiral Cornish, in the West Indies: but the dispute being adjusted without hostilities, and no prospect of immediate employment again at sea appearing, he once more returned to his native county, and in this interval of repose formed a connexion with a lady of great personal merit, and of a family highly respectable. The lady whom he married was Sarah, the eldest of the two daughters of John Erasmus Blackett, Esq. one of the aldermen of Newcastle. By this lady he has two daughters; the elder, Sarah, thirteen years of age; and Mary Patience, the younger, twelve: both living with their mother, at Morpeth, the place of his lordship's residence, during the short intervals of repose which he has been suffered to enjoy.

On the breaking out of the war with France in 1793, Captain Collingwood was called to the command of the *Prince*, bearing the flag of Admiral Bowyer, with whom he served in that ship, and afterwards in the *Barfleur*, until the engagement of the 1st of June, 1794. In this action he distinguished himself with great bravery, and the ship which he commanded is known to have had her full share in the glory of that day; though it was the source of some painful feelings at the moment in the Captain's own mind, that no notice was taken of his services upon this occasion, nor his name once mentioned in the official dispatches of Lord Howe to the Admiralty.

Rear-admiral Bowyer's flag, in consequence of his honorable wound in that day's action, no longer flying on board the *Barfleur*, Captain Collingwood was appointed to the command of the *Hector*, on the 7th of August, 1794, and afterwards to the *Excellent*, in which he was employed in the blockade of Toulon, and in this ship he had the honor to acquire fresh laurels in the brilliant victory off the Cape of St. Vincent, on the 14th of February, 1797. In this day's engagement, which will stand pre-eminent among the many occasions on which the British flag has maintained its wonted superiority, in spite of numbers, rate, or weight of metal, the *Excellent* took a distinguished part. To the penetrating genius, the quick discernment, the enterprising spirit, and never-failing resources of a Nelson, combining with the rare and matchless power of his mind, the most active personal exertions, with the consummate skill of the most able and experienced commander, the daring hardihood of a common seaman; not the public only, but the companions and

witnesses of his intrepidity and skill, have always ascribed the successful manœuvre by which fifteen ships of inferior force, were enabled to dispute the day with twenty-seven of the Spanish line, and seven of the first rate; and not only to contend, but to carry off four of them as the prizes and triumphs of their superior gallantry and skill. What the brave Nelson did upon this occasion is too well known to be here recounted; but while we contemplate with astonishment what he effected by his wonderful genius, and the actual services of his own ship, we do not forget the obligations which their country owes to every man who bore a part in a contest perhaps the most unequal, and a victory, all circumstances considered, the most extraordinary, that our naval history can furnish. So well did the Hero of the Nile know Captain Collingwood's value, that when the ship which he commanded came up to his assistance, he exclaimed, with great joy and confidence in the talents and bravery of her captain, "See here comes the Excellent, which is as good as two added to our number." And the support which he in particular received from this ship, he gratefully acknowledged in the following laconic note of thanks:

"Dear Collingwood! A friend in need is a friend indeed."

Captain Collingwood had not the good fortune to be placed in a station where any further opportunity was afforded to display his talents during the remainder of the war. He continued in the command of the Excellent, under the flag of Lord St. Vincent, till 1799, when his ship was paid off; and on the 14th of February, in the same year, on the promotion of flag-officers, he was raised to the rank of Rear-admiral of the

White : and on the 12th of May following, hoisted his flag on board the *Triumph*, one of the ships under the command of Lord Bridport on the Channel station. In the month of June, 1800, he shifted his flag to the *Barfleur*, on the same station ; and, in 1801, was promoted to the rank of Rear-admiral of the Red, in which ship, and upon the same service, he continued to the end of the war, without any opportunity of doing more than effectually blockading the enemy's fleet in their own port, a service not less important to the honor, the interest, and the security of the nation, than those more brilliant achievements which dazzle the eye of the public, which counts only upon victories, and estimates the talents and services of our naval heroes, rather by their good fortune than by their merits.

The *Barfleur*, among others, returned to Spithead on the 6th of May, 1802, and Rear-admiral Collingwood had now an opportunity to visit his family and friends in Northumberland. But here it was not to be expected that he could long remain. Not one short year had elapsed, when the King's message to parliament (March 8, 1803,) announced the appearance of a new war ; and, on the commencement of hostilities, Admiral Collingwood was again called into service. On the promotion of Admirals, on the 23d of April, 1804, he was made Vice-admiral of the Blue, and resumed his former station off Brest. The close blockade which Admiral Cornwallis kept up requiring a constant succession of ships, the vice-admiral shifted his flag from ship to ship as occasion required, by which he was always upon his station in a ship fit for service, without the necessity of quitting it and returning to port for victualling or repairs. Here he remained, patiently

enduring with his brave commander-in-chief, and his squadron, all the hardships of war without the honor, till he was called in May, 1805, to a more active service, having been detached with a reinforcement of ships to the blockading fleet off Ferrol and Cadiz. Here the opportunity was presented for the exercise of much skill and talent, to effect the object with a force so inadequate to the service, that it seems almost incredible that he should have been able to succeed in blocking up the French and Spanish fleets as he at one time did, off Cadiz, with only four sail under his command. On the return of Lord Nelson, in the month of September, he resumed the command, and Vice-admiral Collingwood was his second; and the commander-in-chief knew that he should be well seconded in such a character. His conduct in the Royal Sovereign, in the decisive engagement of Trafalgar and subsequent to the action, when the chief command of the British fleet devolved upon him is already circumstantially described in the early part of this volume, to which we likewise refer for the account of the honors and rewards bestowed upon him, for his services, by his grateful country.

REAR-ADMIRAL THE EARL OF NORTHESK.

THIS nobleman, the third son of George Earl of Northesk, who attained to the rank of Admiral of the White, was born about the year 1760. Being early destined for the sea-service, he embarked in the year 1771, with the honorable Captain Barrington, in the

Albion. He next served with Captain Macbride in the Southampton, and Captain Douglas in the Squirrel; was made acting lieutenant in the Norwich, and confirmed by Lord Howe, in 1777, into the Apollo. He afterwards served with Admiral Sir John Lockhart Ross, and Lord Rodney. He was a lieutenant in the flag-ship of the latter, in the action of the 18th of April 1780; immediately after which event, he was promoted to the Blast fire-ship with the rank of commander. In April, 1782, he was advanced to be post-captain, and was appointed to the Eustatius, in which he assisted in the reduction of the island of the same name. From that ship he was removed to the Enterprize frigate, and returned in her to England, where he was paid off at the peace of 1783.

In 1788, on the death of his elder brother, he succeeded him as Lord Rosehill, and in 1790, was appointed to the command of the Heroine of 32 guns, at the time of the equipment of a force to act against Russia, but was paid off when the apprehension of a war with that power subsided.

On the decease of his father, in 1792, his lordship succeeded to the title and estate. In January, 1792, he commissioned the Beaulieu, of 40 guns, and went to the Leeward Islands, whence he returned with convoy in the Andromeda, which was soon afterwards put out of commission.

In 1796, Lord Northesk was elected one of the sixteen representatives of the peerage of Scotland, in the British parliament. He was, in the same year, appointed to the command of the Monmouth, of 64 guns, and employed under the late Lord Duncan in the North Sea, until the mutinous spirit which originated in the

Channel fleet unfortunately communicated to that squadron. The Monmouth was one of the ships that were carried by their crews to the Nore. On this occasion, Lord Northesk, after having suffered a confinement of several days, was selected by the committee of delegates, as an officer whose character, as a friend to the seamen was universally acknowledged, to present a letter to the King containing a statement of their alledged grievances. The particulars of this commission and its result are detailed in Vol. IV. p. 66.

When the trials of the mutineers were finished, Lord Northesk resigned the command of the Monmouth, and remained unemployed till the year 1800, when he was appointed to the Prince, of 98 guns, in the Channel fleet, under the Earl of St. Vincent. In this ship he continued till the peace of 1802, when he again retired from active service, and was, in the same year, re-elected one of the sixteen peers of Scotland.

On the renewal of hostilities with France, in 1803, Lord Northesk was among the foremost to make a tender of his services, and immediately received an appointment to the Britannia, of 100 guns. In this ship he served in the Channel, under the Hon. Admiral Cornwallis, till May, 1804, when he was promoted to the rank of Rear-admiral of the White. He accordingly hoisted his flag in the same ship, and was engaged in the arduous blockade off Brest, during the trying and tempestuous winter of 1804; and, until the month of August in the following year, when he was detached with a squadron under Sir Robert Calder, to reinforce Vice-admiral Collingwood, off Cadiz.

In the glorious battle of Trafalgar, the *Britannia*, bearing Lord Northesk's flag, had a distinguished share in the achievement of the victory. Previous to the engagement the commander-in-chief had directed that the *Britannia*, in consequence of her heavy rate of sailing, should constantly take a position to windward of him: on the morning of the memorable 21st of October, he ordered by signal, that she should assume a station as most convenient, without regard to the order of battle; and afterwards sent verbal directions to Lord Northesk, by Captain Prowse, of the *Sirius*, to break through the enemy's line astern of the fourteenth ship. How well this order was executed, we have already recorded in the proper place; but the reader will not be displeased with the following lines on the achievements of the *Britannia*, from the poem entitled, *The Battle of Trafalgar*, by Dr. Halloran, late chaplain and secretary to Lord Northesk. After describing the conduct of the *Victory*, *Temeraire*, and *Neptune*, the author proceeds:—

Nor less *Britannia* from each blazing side,
 On the fierce foe her missile thunders plied;
 On her tall mast brave Northesk's flag appear'd,
 An angry meteor to their view appear'd;
 Whose sanguine cross, unfurl'd by Zephyr's breath,
 Glar'd on their fleet destruction, blood and death!
 High on her deck her noble chieftain stood
 To guide her progress through the scene of blood;
 While valiant Bullen press'd with martial fire,
 His zeal to second and her crew inspire;
 Each emulous to lead her on to fame,
 And prove her worthy of her glorious name!
 Now, bursting through the centre of the foes,
 On either side such storms of shot she throws,

Dismay, confusion seize their scatt'ring fleet,
 Who urge on terror's wings their swift retreat.
 Yet from the torrent of incessant fire,
 With headlong speed while num'rous foes retire,
 The mighty Bucentaure dismasted lay,
 And to the victors fell a sinking prey ;
 While o'er her stern the crew a signal wav'd
 And from their gen'rous foe forbearance crav'd.

The conduct of Lord Northesk was not less meritorious after than it had been during the engagement. His zeal and promptitude in securing the captured ships were exceeded only by his humanity in preserving the lives of their wretched crews. When the order was given to destroy the prizes after the British seamen were removed, though urgent signals were repeatedly made to hasten their destruction, his lordship would not suffer *L'Intrepide*, the nearest of the captured vessels to the *Britannia*, to be scuttled and burned, till his boats, with infinite hazard to the lives of his brave seamen, had removed all the wounded and the whole of her surviving crew from the devoted prize. The honors conferred on Lord Northesk as the recompence of his gallantry have already been recited.

It is a trait highly honorable to the professional character of his lordship, that though he is a strenuous supporter of the discipline of the service, he is so averse to the exercise of unnecessary rigor, that, when a private captain, he has been known to devote hours together to the patient investigation of facts, before he would suffer punishment to be inflicted. The natural consequence is, that he is much beloved both by his officers and men, to whom he is as much endeared by this strict impartiality, as by his general affability and

and friendly disposition. It is likewise worthy of remark, that his lordship is particularly attentive to promote, among his crew, a taste for rational amusement. During the blockade of Cadiz, previous to the annihilation of the combined fleet, the officers of the *Britannia* frequently diverted themselves with the performance of theatrical entertainments, which his lordship, with his usual condescension and good nature, honored with his presence.

In private life no man can be more fortunate than the Earl of Northesk, who possesses the warmest esteem of his friends and the fondest affection of his family. In the year 1787, he married Miss Ricketts, niece of the Earl of St. Vincent, by whom he has a family of two sons and four daughters. His eldest son, Lord Rosehill, emulating the example of his noble progenitors, has entered into the naval service; and to judge, from his early disposition and talents, we may venture to indulge the pleasing hope that he will live to add new honors to the noble houses of Northesk and St. Vincent.

CAPTAIN GEORGE DUFF.

THIS officer, born in 1764, was the son of the late James Duff, Esq. of Banff, a near relation of the Earl of Fife. Few persons have manifested a more early predilection for any particular profession than did young Duff for the navy. When only a boy, he was so bent on going to sea, though contrary to the inclination of his father, that, at the age of nine years he attempted to escape by concealing himself on board

small merchant-vessel, in which he actually sailed to a neighboring port. The master, finding him on board, sent him back to his father, who, perceiving the impolicy of opposing his son's inclination, prudently consented to his entering into the royal navy. He was immediately rated in a ship of war, and two years afterwards was sent to join that experienced officer, his grand-uncle, Commodore Duff, whose flag was then flying on board the Panther, of 60 guns, at Gibraltar, where he commanded. Before he had completed his sixteenth year, he had been in thirteen engagements in the Mediterranean and West Indies, and, in consequence of his gallantry, was at that early age made a lieutenant in 1779. He assisted at the beginning of the ensuing year, in the capture of the Spanish admiral Langara and his squadron of five sail of the line off Cadiz, from which station he proceeded with Sir George Rodney's fleet to the West Indies. He was one of the lieutenants of the Montague, of 74 guns, which in October, 1786, was blown by a tremendous hurricane, out of St. Lucia, totally dismasted and in the greatest danger of being lost. His exertions on this occasion were very conspicuous, and, by the falling of one of the masts he unfortunately received a contusion on his right leg, the effects of which he felt, and sometimes severely, during the rest of his life.

Lieutenant Duff continued to serve in the Montague in the various encounters in the West Indies, between the British and French fleets, till the glorious 12th of April, 1782, procured the conquerors some relaxation. Being acquainted with Captain Dirom, adjutant-general of Jamaica, he was by him introduced to the governor, Major-general Campbell, and by the latter to

Sir George Rodney, who was no sooner made acquainted with the professional merit of the youthful hero, than he placed him on his list for promotion. This flattering introduction was, however, productive of no farther advantage to Lieutenant Duff; as the commander-in-chief soon afterwards returned home, having been recalled before the news of his splendid victory reached England.

In 1784, Mr. Duff was first lieutenant of the *Camilla* sloop, commanded by Captain Hutt, which conveyed General Campbell with his family and suite to Europe. It was not long before the *Camilla* returned to Jamaica, where Lieutenant Duff served in different ships. Among others he was first lieutenant of the *Europa*, of 50 guns, when Captain (now rear-admiral) Vashon, was appointed to that ship, who found her crew in such an excellent state of discipline, as gained Lieutenant Duff the esteem both of his captain and commodore (now Admiral Lord) Gardner, who, at that time, commanded on the Jamaica station. The precarious state of his health and the alarming apprehension of the wound in his leg, which had broken out afresh, rendered it absolutely necessary for him to return in 1787, to England.

In 1790, Lieutenant Duff, then employed upon home service, was recommended by the Duke and Duchess of Gordon, in the handsomest and strongest manner, to the protection of Mr. Dundas, since created Viscount Melville, who then filled the office of treasurer of the navy, and who, on being made acquainted with the services of Lieutenant Duff, was pleased to prefer his claims in such terms to the Board of Admi-

rality, that he was immediately appointed captain and commander of the *Martin*, sloop of war, on the Scotch station. Soon after his promotion, Captain Duff married Miss Sophia Dirom, second daughter of Alexander Dirom, Esq. of Muiresk, to whom he had been from childhood attached, and fixed the residence of his family in Edinburgh.

At the commencement of the last war, in the beginning of 1793, the same influence was again exerted for Captain Duff's farther promotion, when he was one of a very few masters and commanders who were appointed post captains by the Earl of Chatham, to whom indeed he had the honor of being personally known in the passage to and at Gibraltar, during the former war. At his lordship's desire, Captain Duff relinquished the command of a frigate then fitting out for him, in which at that period of the war, he would probably have made his fortune, in order to accompany an expedition to the West Indies, as captain of the *Duke*, of 90 guns, bearing the flag of the Hon. Commodore Murray. This ship led the attack of the batteries at Martinico, and, at the close of the action, after the silencing the battery to which she had been opposed, the powder magazine had just been secured, when she was struck by lightning, her main-mast shivered to pieces, and her hull so damaged, that it was necessary to send her home to be repaired. :

The farther attack upon Martinico having been deferred, the commodore returned to England in the *Duke*. He expressed the highest esteem for Captain Duff, and reported his conduct to have been so meritorious, that he was immediately appointed to the com-

mand of the Ambuscade frigate, of 32 guns, and two years afterwards, to the Glenmore, of 38 guns. In these ships he served in the North Seas, and upon the coast of Ireland, till 1801, when, upon a general promotion in the navy, he was appointed to the Vengeance, of 74 guns, belonging to the Channel fleet.

This ship, after having been detached to the Baltic, to reinforce the fleet that attacked Copenhagen, became one of the squadron under Rear-admiral Campbell, which, after cruizing some time off Rochefort, was sent to Bantry Bay for the protection of that part of Ireland. Upon this station they continued till the signature of the preliminaries of peace, when, instead of returning to their homes, to which, after so long a war, the officers and men anxiously looked forward, they were ordered to Jamaica, to watch the movements of the armament sent from France to the island of St. Domingo.

Captain Duff had no opportunity, in the course of the last war, either of farther signalizing himself, or of materially improving his fortune; but he was always active and vigilant, and, though strict in discipline, had the happiness of being respected and beloved by the officers and men of every ship which was under his command. On the trials at Portsmouth, it came out in evidence, that, when the ringleaders of the mutiny, which arose in the squadron in Bantry Bay, sounded the crew of the Vengeance, they found them so attached to their captain, that they could not be moved. That ship, there is reason to believe, was the only one in which no mutinous spirit broke out; and upon the squadron coming to Portsmouth, previous to their

sailing for the West Indies, her crew was indulged with leave to come on shore by turns, while all the others were confined to their ships.

Not more than eighteen months had elapsed, after Captain Duff had returned from the West Indies to the bosom of his family and friends, when the present war broke out. He again solicited employment; and a general invasion of the united kingdom being threatened by the French and their allies, he, in the mean time, without pay or emolument, assisted the general and staff officers in examining the coasts of the Frith of Forth, with which he was well acquainted, and in making arrangements for its defence. His steady patron the Duke of Gordon, and his son the Marquis of Huntly, seconded his application to be again called into active service; and the Earl of Moira, by whom he had been appointed to the command of a division of the craft which had been voluntarily offered for the defence of the Frith of Forth, generously and unsolicited wrote to the Earl of St. Vincent, then first lord of the admiralty, in his behalf.

Upon the general promotion in the navy, which took place in April, 1804, Captain Duff was appointed to the command of the Mars, of 74 guns, and immediately proceeded to join her off Ferrol. He cruized off that port, and successively off Rochfort and Brest, as one of the Channel fleet, till, in May, 1805, he was detached to Cadiz, under Vice-admiral Collingwood, whose small squadron of four ships of the line continued to keep their station off that port, unawed by the arrival of the combined fleet.

Vice-admiral Lord Nelson, having, in the end of

September, returned from England to resume the command upon that station, made a disposition of his increased force in two divisions, one of which was to be led by himself, and the other by Vice-admiral Collingwood. Rear-admiral Louis having been detached to the Mediterranean with seven sail of the line, Captain Duff had the honor, upon his departure, though there were senior captains in the fleet, to be appointed commodore of the advanced squadron of four sail of the line, by the recommendation, no doubt, of Vice-admiral Collingwood, who selected the Mars to be second to himself in his division of the fleet.

The squadron commanded by Captain Duff was stationed about midway, between the British frigates cruising close to the harbor of Cadiz, and the rest of the fleet which kept out of sight of the port. From the time the enemy's ships began to come out on the 19th of October, he was almost constantly employed in repeating signals from the frigates to the fleet. He followed them the whole of the 20th, but on the memorable morning of the 21st, when it was certain that the combined fleet could not escape, the signal was made for his squadron to return and to take their places in the order of battle. The signal was then made for the Mars to lead the lee-division of the British fleet and to break the enemy's line. Captain Duff, knowing that his ship was a bad sailer, ordered every stitch of canvas to be immediately set, and while bearing down upon the enemy, he went through his ship to see that every thing was ready for action. Among other directions which he gave to his officers and men, he strictly enjoined them not to waste their fire, as he

would take care to lay them close enough to the enemy. The Mars, notwithstanding every exertion of her brave commander, was passed by the Royal Sovereign and the Belleisle, both of which were in action a few minutes before her.

The wind which had been light, now became still more uncertain; the rest of the ships were prevented from closing with the enemy, so that the few which were first engaged had to sustain a most severe conflict. Among these, the Mars had a French ship on each side of her; a Spanish first rate lay on her bow, and a fourth ship was within range of shot. The Fougueux which was on her starboard quarter was soon disabled, and her colors being shot away, she was supposed to have struck. The captain of marines, on the poop, perceiving that the Fougueux, in dropping to leeward, was getting into a position which would enable her to rake the Mars, and that she was preparing to do so, went down to the quarter-deck to mention it to Captain Duff. The want of wind rendered it impossible to alter the position of the Mars, nor could it have been attempted with safety in regard to the situation of the other hostile ships. On receiving the above information, the gallant Duff asked, "Do you think our guns would bear on her?"—"I think not," replied the captain of marines, "but I cannot see for the smoke." "Then," replied the commander, "we must point our guns at the ships on which they can bear. I shall go and look; but the men below see better, as there will be less smoke." Captain Duff then went to the end of the quarter to look over the side, on which he told his aid de camp to go below, and order the guns to be

pointed more aft, meaning against the Fougueux. He had scarcely given this direction, when the Fougueux raked; a cannon shot killed Captain Duff and two seamen who were immediately behind him. The ball struck the captain on the breast and carried off his head; the body fell on the gang-way, where it was covered with a spare color, a union-jack, till the action was over.

The Mars continued engaged during the whole of the action, frequently with fresh ships; but from none did she suffer so severely as from the Fougueux, which continued to drift to leeward, till she was taken by the Temeraire. When the battle had ceased and it was known in the Mars that her gallant captain had fallen, there was scarcely a dry eye among her crew. All felt that they had lost a friend and benefactor; all exclaimed, "We shall never again have such a commander!"

Captain Duff was a man of fine stature, strong and well made, above six feet in height, and had a manly, open, benevolent countenance. During thirty years' service, he had not been four years unemployed. Although he went early to sea, he lost no opportunity of improving himself in the theory, as well as in the practice of his profession, and acted the part of instructor and father to the numerous young men who were under his command. By his wife he had five children, of whom, a boy and two girls remain, together with their disconsolate mother, to mourn their father's death. His son thirteen years of age, had joined him as a midshipman on the 19th of September; and soon after his arrival on board the Mars, wrote exultingly to his mo-

ther, that his father's ship had been put in the post of honor, next to Vice-admiral Collingwood, in his division of the fleet. This spirited youth, who commenced his career in such an interesting manner, was after the transcendent victory of Trafalgar, removed by Admiral Collingwood, with the kindest attention, from on board the Mars to the Euryalus frigate, which was soon after sent with dispatches to England. Of Captain Duff it may justly be said that his Majesty's service could not boast of a better or more gallant officer.—It may be added, with equal truth, that he was a tender husband, an affectionate parent, a dutiful son, and a sincere friend—In the navy he was called Worthy Duff!

SIR SAMUEL HOOD.

THIS distinguished officer, the friend and companion of the immortal Nelson is the son of Samuel Hood, Esq. of Kingsland, Dorsetshire, and grandson of the Rev. Alexander Hood, minister of Dawlish, Somersetshire, elder brother of the father of Lords Hood and Bridport.

The subject of this memoir, was born, we believe, about the year 1760, and he and his elder brother, bearing the same names as their two illustrious uncles, trod in the same steps as they had done to attain honors and distinction. Captain Alexander Hood fell, in 1798, in the arms of victory ; but Sir Samuel will, we hope, be spared to bind fresh laurels round his own

brow and to acquire new glory for his country. It cannot be deemed totally foreign to our subject if we introduce in this place a brief account of the brother of our hero, whose naval career terminated in 1798, with the capture of the French ship *L'Hercule*, of 74 guns; especially as his gallant conduct and untimely fate seem to have attracted a less portion of public attention, than they might naturally have been expected to excite.

Alexander Hood was born April 23, 1758,; the example of his illustrious relatives, early inclined him to a naval life, and he entered into service under the protection of Lord Bridport. His first voyage was with that distinguished officer Captain Cook, whom he accompanied in the *Endeavor* on his second expedition, which commenced in 1772, and returned to England with that celebrated navigator in 1775. The American war soon afterwards began, and to that quarter the young seaman proceeded under the command of Earl Howe. In 1780 he was appointed to the command of the *Ranger* cutter, and after having been actively employed for some time on the American station, he was ordered to join the fleet in the West Indies, under the command of Admiral Rodney. The *Ranger*, on her arrival in the West Indies, was put on the establishment of a sloop of war by the name of the *Pigmy*, and Lieutenant Hood was continued in her with the rank of master and commander to which he was promoted in May 1781. In July the same year he was appointed post into the *Barfleur*, on board which ship the flag of his illustrious relative Sir Samuel Hood, who commanded a division of the fleet, was then flying. In

that ship he proceeded with his uncle, who had succeeded to the chief command, to America and consequently bore a part in the skirmish with De Grasse off the Chesapeake. The fleet returned to the West Indies in December, 1781, and in February the following year Captain Hood was removed to the *Champion* frigate. In the glorious operations in this quarter in the early part of 1782, our young officer took as active a part as the size of his ship would permit. After the glorious victory of the 12th of April he was detached by Admiral Rodney, who had returned from England, and resumed the chief command, with a division of the fleet under the orders of his uncle, to pursue the flying enemy. The admiral (as is related in Vol. III. p. 97.) came up with part of them on the 19th, took the *Cato* and *Jason*, of 64 guns each, the *Aimable*, of 32 guns, and retook the *Ceres* sloop of 18, which struck to the *Champion*. On this occasion Captain Hood displayed a degree of zeal and exertion that did him infinite credit, and afforded a promise of what might be expected when an opportunity offered for performing more distinguished service.

The prisoners who fell into the hands of Captain Hood were treated with a degree of humanity and attention truly worthy of a British officer, and which laid the foundation of a friendship between one of the younger branches of a noble French family and Captain Hood, highly creditable to the latter. His prize, the *Ceres*, was commanded by the Baron de Parry, nephew of the Marquis de Vandreuil commander of the French fleet at St. Domingo. In the general disposition of the prisoners, the Baron had been sent with the convoy for Europe, but Sir Samuel Hood be-

ing informed of the relationship between him and the commander of the enemy's squadron, with that generous humanity which ever distinguishes the brave, he immediately dispatched a frigate after the convoy for the purpose of restoring the baron to his uncle, who gratefully acknowledged the obligation in a letter, in which he says among other things: "My nephew speaks continually with the warmest affection of your relation, Captain Hood, to whom he surrendered, and considers himself under the greatest obligations to that gallant young officer for the affable and generous manner in which he was treated by him."

Soon after the arrival of the fleet at Port Royal, Captain Hood was appointed to the command of one of the captured vessels, the *Aimable*, of 32 guns, and in her he remained till the termination of the war. On the ratification of the peace he returned to Europe, and the *Aimable* was paid off at Chatham in July, 1783. Not long after this, at the invitation of the Vandreuil family, who were anxious to testify their gratitude for the generous treatment received by the Baron de Parry, Captain Hood went to France, and passed some time in the enjoyments of elegant hospitality with that noble family. On his return to England, he married Miss Periam, of Wootton, in Somersetshire, and spent several years in the tranquil enjoyment of domestic society, to which, from the mildness of his manners and the kindness of his disposition he was peculiarly adapted.

From these scenes of calm delight Captain Hood was called forth in 1790, by the appearance of a rupture with Spain. He was appointed to the *Hebe* frigate,

and continued to command her till she was paid off in March, 1792, on which he again returned for a short interval to taste the sweets of domestic felicity. In 1793, on the commencement of the war with France, Captain Hood was re-appointed to the *Hebe*, in which ship he continued actively employed till July 1794, when he was promoted to the *Audacious*, of 74 guns. About a year afterwards ill health compelled him reluctantly to resign his ship that he might prolong a life destined to be sacrificed in the service of his country.

On the re-establishment of his health, Captain Hood again cheerfully came forward and was appointed, in January, 1797, to the *Ville de Paris*, from which he was, in the ensuing month, removed to the *Mars*, one of the Channel fleet, under the command of his relative, Lord Bridport. It was in this ship that, as has been related in Vol. IV. p. 122, the gallant Captain Hood fell in the action with *L'Hercule*, of 74 guns. We shall not repeat the particulars of this action, but may be permitted to observe, that among the numerous instances of skill and gallantry displayed by our naval heroes, none will be found more characteristic of the cool intrepidity and persevering bravery that has ever distinguished British seamen. Had the enemy's ship been under way, superior seamanship would have aided the captain of the *Mars* ; but *L'Hercule* was anchored waiting for the attack, with the advantage of being on her own coast, in a difficult and dangerous passage, a dark night and adverse current. In this situation the British captain hesitated not a moment ; when nautical skill could not avail him, he trusted to

personal bravery, laid his ship alongside the enemy, and fought hand to hand, determined that valor alone should decide the contest.

Some circumstances are related, on respectable authority, as having attended the death of Captain Hood, which render his fate still more to be lamented. The enemy, we are informed, hailed the Mars, saying they had struck. Captain Hood, anxious to prevent the farther effusion of blood, ordered the firing to cease; it was renewed, by accident, as it is supposed, on the part of the enemy. In this latter part of the conflict Captain Hood fell, and was carried below. When he recovered his recollection, he expressed considerable regret at having been moved from his post; and the duty he owed to his country was his last thought. Rome would have commemorated the action by a statue; but, in vain we look among the monuments which the gratitude of the country has raised to her heroes, for one to the honor of Captain Hood; nor do we find in the records of office any display of attention to his family. We mean not to accuse our country of ingratitude; for in no period of our history has the generosity of the English nation to its brave defenders been more conspicuous: but the meed of valor ought to be distributed with an equal hand; reward should be the certain consequence of desert; and the man who honourably dies in the defence of his country should have, unsolicited, a trophy to perpetuate his fame.

Captain Hood left two children, a son and a daughter. His widow who resides at Wooton, in Somersetshire, has erected a neat monument over his remains in the churchyard of that parish, and the fol-

lowing inscription is the effusion of conjugal affection:—

Sacred to the Memory of
ALEXANDER HOOD, Esq.
 Captain in the Royal Navy;
 Who sailed round the World with that justly celebrated
 Circumnavigator
CAPTAIN COOK,
 In the Year 1774.

He devoted his life to the service of his country which
 was engaged in a war with France since the year
 1793; and being appointed to the command of the
 Mars, a 74-gun ship, was killed on the 21st of
 April, 1798, at the close of a successful ac-
 tion with the French ship L'Hercule, in
 the 40th year of his age; leaving a wi-
 dow and two children to deplore
 the loss of a most affectionate
 husband and parent.

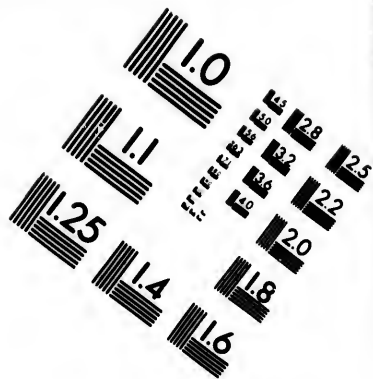
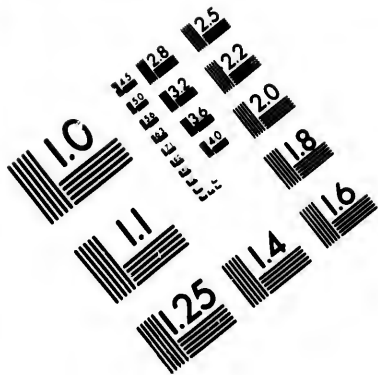
Britannia, when this humble stone you see,
 Think on this hero, who has bled for thee!
 His conqu'ring arm Herculean* force subdu'd,
 And, crown'd with laurels, death he smiling view'd.
 Then let the crystal tear bedew thine eye,
 And grateful heave the tributary sigh,
 That in the silent chamber of the grave,
 Thy fav'rite sleeps, lamented Hood, the brave!

* Alluding to the name of the captured ship L'Hercule.

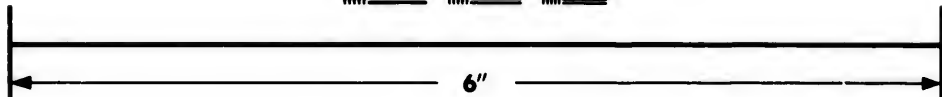
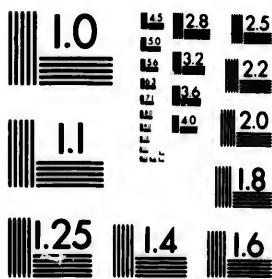
With respect to Sir Samuel Hood, whose recent achievement has shed additional lustre on a name already immortalized in the annals of the British navy; we regret that we have not been able to procure any authentic particulars of the early part of his professional career. In the year 1791 we find him commanding the *Juno*, of 32 guns, on the Jamaica station, and displaying a noble example of that humanity and intrepidity by which British seamen are so eminently distinguished. The circumstance to which we allude is related in Vol. III. p. 201. On his return from the West Indies, he served in the same ship, after the commencement of the war with France, under his illustrious relative, Lord Hood, in the Mediterranean. Towards the end of 1793, he extricated himself by his courage and address from a very dangerous situation, having entered the port of Toulon, after the evacuation of the place by the English. The account of his escape will be found in Vol. III. p. 244. Captain Hood was afterwards engaged in the reduction of Corsica, and in particular displayed great bravery in cannonading the tower of Mortello, in conjunction with Captain Young of the *Fortitude*.

Having been promoted to the command of the *Zealous* of 74 guns, one of the ships sent out to reinforce the Earl of St. Vincent, after his splendid victory over the Spanish fleet in 1797, Captain Hood was directed by his lordship to place himself under the orders of Rear-admiral Nelson, to whom he had given the command of a force destined to act against the island of Teneriffe. The conduct of Captain Hood on this occasion has already been fully described in Vol. IV. p. 97.





**IMAGE EVALUATION
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On the failure of this attempt, Captain Hood, rejoined the commander-in-chief, off Cadiz. On the return of Admiral Nelson from England, in 1798, the *Zealous* was one of the ships dispatched by Lord St. Vincent, under the command of that enterprising officer to watch the motions of the French fleet that was then equipping at Toulon. The proceedings of the British squadron, and the conduct of Captain Hood in the glorious engagement of Aboukir, are circumstantially related in Vol. IV. p. 140-146. It may not, however, be improper to add one circumstance which has not been noticed in the narrative. Previous to the attack on the French line, the admiral hailed Captain Hood, to enquire, if he thought there was a sufficient depth of water for our ships, between the enemy and the shore. Captain Hood said he did not know, but, with the admiral's permission, he would lead in and try. The *Goliath*, however, being the fastest sailer, and having the start, first gained the post of honor. When the victorious admiral left the bay of Aboukir, on the 18th of August, he left Captain Hood with four sail of the line and two frigates to block up the port of Alexandria and to intercept any supplies which might be sent to the French army.

In the year 1799, we find Captain Hood engaged in the expulsion of the French from the Neapolitan territory, and from an official letter of Lord Nelson it appears, that he was landed from the squadron with a detachment to garrison Castel Nuovo and to keep good order in Naples, which, in the words of his lordship, was at that time an arduous task. This was, however, executed by Captain Hood with such ability that the admiral immediately afterwards adds, "No

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SIR JAMES SAUMAREZ,
Captain of the Crown, of 74 Guns.
Under Lord Nelson, at the
BATTLE of the NILE.

Engraved by James Heath, London.

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capital is now more quiet than Naples." For his zeal and good conduct on this occasion, the King of Naples conferred on him, with the approbation of his own sovereign, the rank of a commander of the Order of St. Ferdinand and Merit.

On his return to England from the Mediterranean, Captain Hood was removed to the *Courageux*, a fine new ship, of 74 guns, in which he joined the Channel fleet, then commanded by the Earl of St. Vincent. In consequence of the general promotion of flag-officers on the 1st of January, 1801, he was removed to the *Venerable* of 74 guns, and was succeeded in the command of his former ship by the late Captain George Duff. In the month of June Captain Hood was sent to reinforce the squadron under the orders of Sir James Saumarez, off Cadiz. In the action which took place between this squadron and the Combined French and Spanish force under Linois the intrepidity of Captain Hood was pre-eminently conspicuous. See Vol. IV. p. 265. "The highest praise," says Sir James Saumarez, in his letter to the admiralty on this occasion, "is due to Captain Hood, the officers, and men of the *Venerable*, for their spirit and gallantry in the action." The best illustration of his merit will be found in the account of the action between the *Venerable* and *Ferme-dable*, transmitted by himself to his commander. It was as follows:—

"His Majesty's Ship Venerable,
" at Sea, 13th July.

" SIR,

" You must have observed my giving chase to an enemy's line-of-battle ship at day-break this morning.

At seven she hoisted French colors, and I could perceive her to be an 80-gun ship; at half past, being within point-blank shot, the enemy commenced firing his stern-chase guns, which I did not return for fear of retarding our progress, until the light and baffling airs threw the two ships broadside-to, within musket-shot, when a steady and warm conflict was kept up for an hour and a half, and we had closed within pistol-shot, the enemy principally directing his fire to our masts and rigging. I had the misfortune to perceive the main-mast to fall overboard, the fore and mizen-mast nearly in the same state, and since gone, the ship being near the shore, close to the castle of Sancti Petri, the enemy escaped. It was with much difficulty I was enabled to get the Venerable off, her cables and anchors all disabled, and it was only by the great exertions of the Thames, with the boats you sent me, she was saved, after being on shore some time. I shall have no occasion to comment on the bravery of the officers and ships company in this action, who had, with much patience and perseverance, suffered great fatigue by their exertions to get the ship to sea, and not five hundred men able to go to quarters; but I beg leave to add, I have been most ably supported by Lieutenant Lillicrap, second of the Venerable, (first absent) all the other officers and men, who have my warmest recommendation, and have to lament the loss of Mr. Williams, master, an excellent officer, with many other valuable people killed and wounded, a list of whom I have the honour to inclose.

“ I am, &c.

“ S. HOOD.”

According to the list to which the gallant captain alludes, the Venerable had 18 killed and 87 wounded.

The suspension of hostilities a few months afterwards put a period, for a time, to the professional exertions of Captain Hood. On their re-commencement, in 1803, he was appointed commander-in-chief on the Leeward Island station, with the rank of commodore, and hoisted his broad pendant on board the *Centaur*, of 74 guns. On his arrival there he concerted measures with Lieutenant-general Grinfield, for the reduction of the enemy's colonies, and St. Lucia was the first conquest achieved by their united exertions. They then directed their arms against the island of Tobago, and on its reduction, proceeded to the Dutch colonies of Demerara, Essequibo, and Berbice, which surrendered without making any resistance.

An expedition was planned against Surinam, and in April 1804, the gallant commodore proceeded to that colony with a squadron of small ships of war and transports, having on board nearly 2000 troops commanded by Major-general Sir Charles Green. The governor, after a short resistance, acceded to terms of capitulation with the British commanders. The *Proserpine*, of 32 guns, and the *Pylades* corvette, of 18 were among the naval trophies of this conquest.

For these services Commodore Hood was honored by his sovereign with the Order of the Bath, in October, 1804; and about the same time married at Barbadoes, the Hon. Miss M'Kenzie, daughter of Lord Seaforth, governor of that island.

It was not till May, 1805, that the favor conferred by his Majesty reached the gallant commodore. On that day he was invested with the Order of the Bath,

at Antigua, by Lord Lavington, the governor. After the ceremony his lordship addressed him in the following words :—

“ Commodore Sir Samuel Hood,

“ AFTER the honor which you have this day received by command of his Majesty, no eulogy from me of those services which have so meritoriously obtained it, can enhance its value, or deserve your acceptance. But I cannot repress the expression of my own gratification, in being delegated by my sovereign to administer a mark of his royal favor to a gallant officer, the very name of whose family occurs in no page of our naval history without circumstances of celebrity and distinction. There wants no herald to proclaim the well-known, well-earned reputation of the two chiefs of it, who are now enjoying an honorable repose from danger and fatigue, under the shade of those honors which the services of their past lives have so eminently merited. But your nearest and ever to be lamented relative has secured to himself a place in the Temple of Fame, paramount to all the rank and titles which princes can confer, and which the King of kings alone can bestow—the glory of sealing with his blood, in the arms of victory, a life spent in, and devoted to, the service of his king and country. May this period of renown, if ever it be destined for you, although the ultimate ambition of patriots and of heroes, be far, far distant, for the sake of that country, for the sake of every object which is dear to you—May your conduct, of which the harbor of Toulon and the bay of Aboukir were witnesses, be only the presage of your future trophies, and still more splendid achievements! And

may you, in the mean time, after a safe and prosperous voyage, experience that auspicious reception from our gracious sovereign, which the best of masters will feel it to be due to a brave and faithful servant !”

On this occasion Sir Samuel received the congratulations of the inhabitants of the islands where he had commanded ; accompanied with their thanks for the able manner in which he had provided for their interests. These testimonies could not fail to be extremely gratifying to his mind, and they are so honorable to his character that we cannot forbear to introduce one or two extracts. The letter transmitted to him from the inhabitants of the Virgin Islands, says ; “ The enemy’s ships of war and privateers have repeatedly learned, from mortifying experience, that their most formidable garrisons and batteries could afford them little or no protection from your boats, though placed almost in contact with them. The predatory squadron of Rochfort, possessed of so decided a superiority, have been greatly checked in their designs, not daring to detach itself, fearful of being cut off by your little squadron. The recollection of the Juno at Toulon, and of the Zealous at Aboukir, would convince this flying enemy that what naval skill could project, or valor possibly perform, they would have to encounter.” In the address of the gentlemen deputed to convey to the gallant commodore the sentiments of the Board of Council for Antigua, we find this passage : “ We are desired at the same time to express to you the high sense which the board entertains of your spirited conduct in keeping the seas with your very small squadron, during the many weeks that the naval strength of the enemy was so vastly superior to you ; and to

assure you that we have felt very sincerely for the mortification which a gallant and brave mind, like yours, must have experienced at your inability, with any regard to prudence, to seek and engage the enemy."

With these pleasing testimonials, Sir Samuel quitted the station where he had commanded with such honor, and returned, in the month of June, 1805, to England, where he soon afterwards received the appointment of colonel of the Woolwich division of Royal Marines.

At the beginning of the year 1806, Sir Samuel Hood was appointed to his former ship, the *Centaur*, and was dispatched with a small squadron, with directions to take his station off Rochefort. Here he had remained some months when he received orders to return to England, for the purpose of being sent on foreign service, and nothing prevented his immediate compliance but the want of an officer, to whom to resign his command. While he was thus waiting the arrival of a successor, fortune, which had never placed him in any station without enabling him to add to his fame, afforded him an opportunity of snatching a few laurels before he quitted his post. The particulars of this affair, transmitted by Sir Samuel Hood, to Sir Charles Cotton, then commanding the fleet off Brest, during the absence of the Earl of St. Vincent, are as follow :—

" Centaur, at Sea, Sept. 1806.

" SIR,

YESTERDAY morning, about one o'clock, I had the good fortune of falling in with a squadron of the enemy, standing to the westward; the squadron un-

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Capture of the Rochefort Squadron by Sir John Hood

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der my orders being then on the larboard tack, stretching in for Chasseron light-house, six or seven leagues from us, the *Revenge* to windward and the *Monarch* to leeward, on the look-out, the latter ship first making the signal for an enemy, when I soon discovered seven sail to leeward of me, and considering them, in part, line-of-battle ships, the signal was made to form the line, and shortly after I observed them bearing up, making all sail, and running to the S. S. W. The signal was instantly made for a general chase, and the *Monarch*, from her position and good sailing, was enabled to keep nearly within gun-shot, a mile and a half, or little more, a-head of the *Centaur*, and the *Mars* on the starboard-bow. At day-light we made them out five large French frigates and two corvettes, one of which bearing a broad pendant; at five the *Monarch* fired a few chase shot; and at six the weather-most frigate hauled more to the westward, in pursuit of which I dispatched the *Mars*; and one frigate with the two corvettes, edged away to the south-east, the remaining three frigates keeping in close order, indicating the intention of supporting each other. At a quarter past ten the *Monarch* opened her starboard guns on the enemy, when a heavy cannonading commenced, and, by the enemy's management of a running fight, they succeeded, in some measure, in crippling the *Monarch's* sails and rigging before the *Centaur* could get up. At eleven we got within bar range of two, and opened our fire from the larboard guns, whilst the *Monarch* kept engaging the third ship, and about noon one of the two frigates struck, as did the one opposed to the *Monarch* shortly after.

Capture of the Rochefort Squadron by Sir John Hood.

It was just before this, I received a severe wound in my right arm, (since amputated, and doing well I hope,) which obliged me to leave the deck; the Mars, previous to this, had succeeded in capturing her chase, and with her prize, hauled towards the Centaur, in chase of, and firing at the French commodore's ship, and at three assisted in capturing her. Those ships of the enemy made an obstinate resistance, but the result was, as may well be supposed, attended with much slaughter, being crowded with troops, out of Rochefort the evening before.

I cannot add too much praise to Captain Lee, of the Monarch, for his gallant and officer-like conduct, but I am sorry to find his loss has been rather severe, the swell of the sea preventing, at times, the opening of the lower deck ports.

To Captain Lukin, of the Mars, I feel thankful for his steady conduct and attention; and I have also to express my satisfaction at the endeavors of Captains Boyles, King, Sir John Gore, and Masefield, to get up with the enemy, although they could not succeed. The Revenge, from being well to windward, became considerably a-stern after bearing up.

To Lieutenant Case, first of the Centaur, I have to add my approbation of his judicious conduct before and after my leaving the deck, and I also feel much pleased at the steady exertions of all my officers, seamen, and marines.

I enclose herewith, a return of the killed and wounded, and also annex a list of the enemy's ships captured, and will make a return of the loss as soon as possible.

I have the honor to be, &c.

SAM. HOOD.

A Return of killed and wounded on board his Majesty's Ships Centaur, Monarch, and Mars, in an Action with a Squadron of the Enemy's Frigates, on the 25th of Sept. 1806:

Centaur—1 seaman and two marines, killed; Capt. Sir Samuel Hood, K. B. and 3 seamen wounded.

Monarch—1 petty officer and 5 seamen killed; 1 lieutenant, 1 warrant officer, 4 petty officers, and 15 seamen wounded; 1 serjeant, 2 corporals, and 4 private marines, wounded.

Mars—None killed or wounded.

Total—9 killed and 32 wounded.

Names of the Officers killed and wounded.

Centaur—Captain Sir Samuel Hood, K. B. wounded.

Monarch—Mr. Bidden, midshipman, killed; Lieutenant Anderson, Mr. Duffy, boatswain, and Mr. Geary, midshipman, wounded.

A List of the Enemy's Ships captured by the Squadron under the Orders of Sir Samuel Hood, K. B. 25th September 1806.

La Gloire, of 46 guns, commanded by M. Soliel, capitaine de Vaisseau, carrying a broad pendant.

L'Indefatigable, of 44 guns, commanded by M. Giradiers, capitaine de Vaisseau.

La Minerve, of 44 guns, quite new, commanded by M. Colet, capitaine de fregate.

L'Armide, of 44 guns, two years old, commanded by M. Langlois, captain de fregate.

Remarkably fine ships, of large dimensions, mounting twenty-eight French 18-pounders, on their main-decks; 30-pound carronades on their quarter-decks and forecastles, and about 650 men (including troops) in each ship, full of stores, arms, ammunition, provisions, &c.

La Themis, of 44 guns, old—escaped.

La Sylph, of 18 guns, new—escaped.

La Lynx, of 18 guns, new—escaped.

This squadron was induced to leave Rochefort, under the idea that Sir Samuel Hood was gone into port, as he was not perceived on his old station, but fortunately he was cruizing in the bay at the time. The troops on board the enemy's ships had no officer with them above the rank of a colonel, so that it is more than probable, that they were destined to reinforce the West Indian colonies. At first sight, the result is only such as might be expected from an action between three English ships, of 74 guns, and four frigates; but the disparity of force was by no means so considerable as it would appear. The French ships were of dimensions far superior to those of vessels of their class, and carried very heavy metal, in proportion to their size, having 18-pounders on their main decks, and 30-pound carronades on their quarter-decks and forecastles. The sea too, ran so high, as to prevent the Monarch, the ship principally opposed to them, from opening her lower ports, and the troops on board the French frigates, added much to the severity of their fire. Under these considerations the enemy cannot be said to have been over-matched. La Minerve, one of the prizes was the black frigate engaged by Lord Cochrane in

the Pallas some months before, as related in the regular course of our history.

Sir Samuel lost his arm at the moment of extending it to give orders. The amputation did not take place till two hours after the wound was received, the surgeon hoping he might be able to save it; but finding that to be impossible, the heroic commander submitted to the operation with the greatest fortitude. His official letter to Sir Charles Cotton was signed with his left hand. He immediately repaired with his prizes to Spithead. Hither his lady hastened to meet her brave husband, and, in her anxiety to see him, experienced an accident which was near proving fatal. In going on board the Centaur, she would not wait for the chair to be hoisted out as usual, but mounting the ship's side, her foot slipped, and she fell into the water. As it was quite dark, being three o'clock in the morning, much alarm was felt for her safety, but by the exertions which were instantly made, her ladyship was taken unhurt on board the ship.

The Centaur then proceeded to the Isle of Wight, and landed her brave commander at Ryde, where he resolved to reside till he should recover from his wound; on which it is expected that he will be promoted to a command abroad. It is a reflection equally consolatory to the country, and honorable to himself, that, wherever this gallant officer may be destined to serve, he will not only maintain the honor of the British flag, but if opportunity offers, will add new rays to the naval glory of Britain.

LORD VISCOUNT HOOD.

THIS distinguished veteran was the son of the Rev. Mr. Hood, rector of Thorncombe, in the county of Devon. He was not originally intended for the service; his younger brother, Alexander, now Lord Bridport, having entered into the navy, his venerable parent could not, for some time, muster sufficient resolution to trust two sons in that honorable but perilous career. The youth, however, manifesting a strong inclination for the profession, his father was induced to comply with his wishes, and in the year 1740, he embarked in the Romney, with Commodore Smith, then commander-in-chief on the Newfoundland station, and known in the navy by the familiar appellation of *Tom of Ten Thousand*.

Having distinguished himself as a midshipman on various occasions, by his skill and intrepidity, he obtained the notice and patronage of the discerning commodore, who promoted him to the rank of lieutenant, in October, 1746, during the rebellion, when commanding a squadron on the coast of Scotland. Mr. Hood was soon afterwards appointed lieutenant of the *Winchelsea*, of 20 guns, which, in the winter of 1746, engaged and took a French frigate of superior force. During the action, which was very spirited, Lieutenant Hood received a severe wound. In 1748, he was removed to the *Princess Louisa*, then bearing the flag of Admiral Watson, whom he accompanied to *Louisburg*; and, on the conclusion of the peace, returned with him to England.

In 1754, Mr. Hood was promoted to be commander of the *Jamaica sloop*, stationed at the *Bahama Islands*;

and the following year joined Captain Keppel, who commanded the naval department of the expedition in which General Braddock was defeated. In 1756, having been appointed by Commodore Holmes, his captain in the *Grafton*, in which he was present at the action with a French squadron, off Louisburg, and returned with him towards the close of the same year to England, where he found that he had been made post during his absence.

The first ship given to Captain Hood, after his promotion, was the *Torbay*, to which he was appointed in January, 1757, in the room of Captain Keppel, then a member of the court-martial on Admiral Byng. In March, he was removed to the *Tartar*, and in April to the *Antelope*, of 50 guns. In this ship he performed the first brilliant action subsequent to his promotion, by engaging, driving on shore, and destroying the French ship *Aquidon*, and taking her two consorts, as related in Vol. II. p. 43-44.

In 1758, Captain Hood was appointed to the *Vestal*, of 32 guns, and in 1759, accompanied Admiral Holmes with a squadron destined to co-operate in an expedition against Quebec. In that ship he had a long and obstinate encounter with the *Bellona*, a French frigate of the same force, which was, at length, compelled to surrender to the superior prowess of Captain Hood. See Vol. II. p. 94.

During the remainder of the year 1759, the *Vestal* was attached, with other frigates, to the fleet, sent under Rear-admiral Rodney, to bombard Havre de Grace. He was afterwards employed for two years on the coast of Ireland, and the remainder of the war he served in the Mediterranean, under Sir Charles

Saunders. After the peace of 1763, Captain Hood hoisted his broad pendant in the Romney, as commander-in-chief on the Boston station, in 1768. His letters to the ministry during the time he held the command, described, in a striking manner, the discontent that pervaded all ranks in North America, and in the clearest manner predicted what afterwards came to pass.

In July 1776, Captain Hood was appointed to the *Courageux*, of 74 guns, and, in February, 1778, succeeded the late Admiral Gambier as commissioner of Portsmouth dock-yard. On the 20th of April following, he was created a baronet, and in September 1780, was advanced to the rank of Rear-admiral of the Blue,

In the winter of 1780, Sir Samuel Hood first hoisted his flag on board the *Barfleur*, of 98 guns, and soon sailed with a squadron to the West Indies. The particulars of his engagement in that quarter, with the French fleet under M. de Grasse, are given in Vol. III. p. 41. It may not, however, be improper to observe, that for some days after the action, on the 28th of April, 1781, the hostile fleets remained in sight of each other. On the 30th, the British admiral observed the van and centre of the squadron, as well as the rear at some distance from his ship the *Barfleur*. The enemy's advanced ships were steering towards his van, indicating a disposition to bring to a decisive conclusion a contest they had before so cautiously evaded. Sir Samuel made all possible sail towards them, and threw out the signal for a close line of battle; the enemy's line being a good deal scattered and extended. The unexpected manœuvre he afterwards made, displayed his ability as a commander. "that judicious com-

mander," says one of the most eminent political writers of the age, " seeing that the French line was very irregular, and that the van and a part of the centre were greatly separated from the rest, made one of those bold movements, which, by throwing the fleet into the greatest apparent confusion, would, to a common eye, have appeared full of danger, at the same time that it could only be directed by the greatest judgment. The object was to gain the wind, in which he was very near succeeding; and, in that case, he would have cut off and destroyed one half of the French fleet, before it could have been succored by the other. Fortune, however, failed in her usual favor to bold enterprize. This movement totally changed the appearance of things; and the British fleet, instead of being on the defensive, carried the face of being the aggressor during the remainder of the day."

On the departure of Sir George Rodney, for Europe, on the 31st of July, Sir Samuel Hood was left commander-in-chief in the West Indies. Having received intelligence that M. de Grasse had sailed with his whole fleet to the Chesapeak, the British admiral lost no time in pursuing him thither, and joined the squadron under the command of Rear-admiral Graves. The particulars of the action which took place in that quarter will be found in Vol. III. p. 29-35.

In December Sir Samuel returned, with his squadron, to the West Indies; and in January, 1782, proceeded to attempt the relief of the island of St. Christopher attacked by the French. See Vol. III. p. 85-90.

In February, 1782, Sir George Rodney arrived with a reinforcement from England, and again as-

sumed the chief command. In the action with the French fleet on the 9th of April following, the *Barfleur*, Sir Samuel Hood's ship, had at one time seven, and in general three ships upon her: but nothing could be more glorious than the firm and gallant resistance, with which, and without ever shrinking, this ship sustained the efforts of so great a superiority. On the glorious 12th of April, the gallantry of Sir Samuel Hood contributed not a little to the success of that day. He was closely engaged with his old antagonist, the *Ville de Paris*, of 110 guns, and at length had the good fortune to behold her strike to the *Barfleur*.

On the 18th of April, Sir Samuel was detached with some ships to endeavor to pick up the stragglers from the enemy's fleet; on the 19th, he took the *Jason* and *Caton*, of 64 guns each, a frigate and a sloop.

As a reward for his distinguished valor and good conduct, he was on the 28th of May, 1782, created Baron Hood of Catherington, in the kingdom of Ireland; and on the 20th of June, the court of common-council voted him the freedom of the city of London, to be presented in a gold box of 100 guineas value, as a testimony of the high opinion which they entertained of his judicious, brave, and able exertions, in the various engagements with the enemy's fleet in the West Indies.

In October, 1782, his lordship again sailed from the West Indies, with a squadron for North America, in quest of *Vaudreuil*; and, in the month of December, returned to his former station. On the conclusion of peace, he took his departure from the theatre of his active and glorious exertions; and, on the 26th of June,

1783, arrived with the squadron under his command at Spithead.

In May, 1784, Lord Hood was elected, by a great majority, a member of parliament for the city of Westminster. On the 30th of April, 1776, he was appointed port-admiral at Portsmouth, and on the 24th of September, 1787, was advanced to the rank of Vice-admiral of the Blue. When the Earl of Chatham was placed at the head of the admiralty, in 1788, Lord Hood was appointed one of the commissioners in that important department of the public service.

On the equipment of an armament against Spain, in 1790, and against Russia, in 1791, the eyes of the nation were again directed to this gallant officer, who was, on each occasion, appointed commander-in-chief of a squadron destined for a particular service. Those differences being, however, soon adjusted, we again find him, in June, 1792, as port-admiral, at Portsmouth, which he held together with his appointment of commissioner of the admiralty.

At the commencement of the war with France, in 1793, Lord Hood was immediately nominated to the command of a powerful fleet in the Mediterranean. Scarcely ever had any officer so arduous a part to perform, from the multifarious duties which fell to his lot in this command: but although the task he had to fulfil, was thus complicated and difficult, the distinguished public testimonies he received, evinced its able accomplishment. His lordship's services were acknowledged by the Kings of Sardinia and Naples under their own hands; the pope also manifested, in the same manner, his deep sense of the important benefit he had derived from the admiral's zeal and atten-

tion, and presented him with an elegant copy of the superb work entitled *Pio Clementino*, (in six folio volumes, containing engravings of the statues, busts, and other antiquities at Rome) which had before never been given to any but crowned heads.

The proceedings of Lord Hood during his command in the Mediterranean, and his services at Toulon and Corsica, have already been so fully described in the the third volume of our work, as to render it unnecessary to say any thing farther on the subject. The brave admiral's health having been much impaired by the fatigue and anxiety attendant on the continuance of such a variety of harassing and perplexing duties, he returned to England for its re-establishment in the month of December, 1794. Since that period the professional talents of his lordship have not been called into action.

On the 25th of March, 1795, Lord Hood was elected an elder brother of the Trinity House. In April, 1796, he was appointed Governor of Greenwich-Hospital, and in May, the same year, was raised to the dignity of a viscount of Great Britain. His lordship was advanced Vice-admiral of the Red, February 1, 1793; Admiral of the Blue, April 1794; Admiral of White, February 14, 1799; Admiral of the Red, November 9, 1805.

Lord Hood married Miss Linzee, of Portsmouth, whose father was many years mayor of that place. This lady was created a baroness in her own right, during the absence of his lordship in the Mediterranean, and died at Greenwich Hospital in 1806. By this marriage he has a son and heir, now Baron Hood of

Catherington in Hampshire, whose youngest son will succeed to the title of Lord Bridport.

In the month of May, 1784, Lord Hood was elected member of parliament for Westminster, which city he continued to represent till he was created a British peer in 1796.

ADMIRAL CORNWALLIS.

THE honorable William Cornwallis, is son of Charles, the first Earl Cornwallis, and brother of the late illustrious marquis. He was born in 1744, and embarked early in the profession of which he is so distinguished an ornament, having received his professional education, in what may be termed the Old School, under the auspices of Boscawen and Saunders.

America was the first scene of his naval career. He went out on board the Newark, in the fleet commanded by Admiral Boscawen; from which ship he was removed to the Kingston, and was on her quarter-deck at the taken of Louisburgh, in 1758. Soon after the reduction of that important fortress the Kingston returned to Europe, and in March, 1759, Mr. Cornwallis was removed to the Dunkirk, Captain Digby, then on the Channel service. This ship was one of the fleet under the command of Sir Edward Hawke, and shared in the glory of the victory obtained over the French fleet in Quiberon bay, on the 20th of November.

The Dunkirk was soon afterwards ordered to the Mediterranean, under the command of Admiral Sir

Charles Saunders. In November, 1760, we find her in company with the Shrewsbury, Preston, Somerset, and several frigates, blocking up a French fleet in the island of Candia. On the 27th of December, the same year, Mr. Cornwallis was removed to the Neptune, which bore the flag of Admiral Saunders.

On the 5th of April, 1761, he was made a lieutenant, and appointed to the Thunderer, of 74 guns, commanded by Captain Proby, which in July captured after a smart action, the French ship *L'Achille* of 64 guns. For the particulars of the conflict, see Vol. II. p. 155.

Lieutenant Cornwallis remained in the Thunderer till July, 1762, when he was promoted to the rank of master and commander, and appointed to the Wasp sloop; on the 14th of October, he was removed to the Swift, in which ship he continued until April, 1765, when he was promoted to the rank of post captain, and appointed to the command of the Prince Edward, in which ship he remained till the month of May, 1766, when she was paid off.

Though peace now invited him to repose, his thoughts were occupied with professional improvement alone, and, after a very short interval of relaxation, he again applied for employment, and in September, 1766, hoisted his pendant on board the *Guadaloupe*. During the whole of the peace, except for very short intervals, he commanded different ships on the West Indian station and in Europe.

The American war commenced in 1775, and in 1778, when the junction of France added strength and confidence to the revolted colonies, Capt. Cornwallis, commanded the *Lion*, and was attached to

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the ill-fated squadron under Admiral Byron. With that officer he proceeded to the West Indies in pursuit of the French admiral, D'Estaign, and signalized himself greatly in the action off Grenada, on the 9th of July. For the particulars see Vol. II. p. 338. In this engagement the Lion had 21 killed, and 30 wounded.

After this encounter Captain Cornwallis sailed for Jamaica to repair his damages, and there he remained under Admiral Parker. He had not been long on this station when he had an opportunity of displaying his gallantry and abilities, in an action, which, considering the disparity of force between the squadrons engaged, was unexampled during that war. A squadron consisting of the Lion, of 64 guns, the Bristol, of 50, and Janus, of 44, cruising off Monte Christi, on the 20th of April, 1780, discovered a convoy to windward under the protection of M. Lamotte Piquet, who immediately made a signal for the merchant-ships to separate, and push into Cape François, in St. Domingo, which they effected. The English ships formed a line of battle a-head and were chased by the French force consisting of three ships of 74, one of 64 guns, and a frigate. The enemy commenced the action by a distant cannonade not chusing to come along-side, and the firing continued at intervals during the whole night. The next morning the Janus, being near the French commodore, kept up so well directed a fire, that he was compelled to take advantage of a light breeze, and sheer off with the loss of his mizen-mast and main-top-gallant-mast. The Lion and Bristol having towed up with their boats, brought on a general firing which lasted some hours. Both squadrons having lain-to

for the purpose of repairing their damages, the French again made sail, but did not come to action the whole night, probably intending to divide the squadron, and thus, separately, to overpower their gallant antagonists. The next morning Captain Cornwallis was joined by the *Niger*, of 64 guns, and two frigates, but yet this accession of strength did not place him on an equality with the French, the *Janus* being totally disabled. The French commander, on the arrival of this reinforcement, relinquished the contest, and pushed for Cape François,

Soon after this action the *Lion* returned to Europe, and in June, 1781, Captain Cornwallis was appointed to the command of the *Canada*, of 74 guns, in which he again joined the fleet on the West India station, where he soon had an opportunity of gathering fresh laurels. The *Canada* was one of the ships of that fleet, with which Sir Samuel (now Lord) Hood, attempted to relieve the island of St. Christopher; and Captain Cornwallis was not the least conspicuous of the actors in the glorious scene of the 12th of April, 1782. After that splendid achievement, which is circumstantially described in our third volume, Captain Cornwallis, being sent home with the convoy and prizes, encountered that dreadful storm, which proved fatal to the *Ville de Paris*, *Centaur*, and so many others, both of the men of war and merchant vessels. The *Canada*, however, weathered the gale better than any other ship in the fleet, and arrived safe at Portsmouth, where she was paid off in October, 1782.

In January, 1783, Captain Cornwallis was appointed to the *Ganges*, and on the conclusion of the peace was removed in March, the same year, to the *Royal Char-*

lotte yacht, which command he retained till October, 1787. This was the only interval of repose he had enjoyed since his entrance into the service, a period of more than thirty years.

After commanding the Robust, for a short time, in 1787, Mr. Cornwallis hoisted his broad pendant on board the Crown, in 1788, on receiving the appointment of commander-in-chief in the East Indies. Here no event of importance occurred until after the commencement of hostilities between the East India Company and Tippoo Saib, when the right of searching neutral vessels being resisted in an unprecedented manner by a French frigate, produced an action attended with the following circumstances :—

The commodore having been informed that ships under French and Imperial colors were expected from Europe, with ammunition and military stores, for the sovereign of Mysore, proceeded to the Malabar coast, and remained stationary at Tellicherry, from which point he dispatched his cruizers as occasion required. In November, 1789, the Resolu French frigate, arrived in Mahé Roads, and on the 19th, sailed with two merchant ships under convoy. This was supposed to be an experiment to try whether the commodore would board the merchantmen under his protection. On their appearance in the offing, signals were made to that effect to the Phœnix and Perseverance. The former fired a gun to leeward unshotted, as a signal to speak with them, which the Resolu answered by one to windward. The signal was repeated by the English ship and again answered by the French, who, with the merchantmen, shortened sail, apparently with the intention of waiting for the Phœnix. The French fri-

gate soon afterwards made sail, and the Phœnix followed, making a signal for the Perseverance to attend to one of the merchant ships which was nearer to her. On approaching the Resolu, the French captain desired to know what the Phœnix wanted, and was informed by her commander, Sir Richard Strachan, that he had orders to examine the two merchant ships, and would send a boat on board to explain the reason. The cutter was then hoisted out, and a lieutenant sent on board the Resolu, which soon afterwards made a signal to the two ships. They immediately made sail, as did the Phœnix to intercept them. A boat was hoisted out, on which the Resolu fired two shots to windward, to deter them from boarding, the Phœnix backing to prevent the merchant ships from escaping to leeward. The Resolu again fired at the boats, and Sir Richard wore to keep close to her. Soon afterwards she fired a broadside into the Phœnix. The latter returned the second broadside, and soon silenced her antagonist, who made signs that she had struck. In this encounter the British ship had 6 men killed and 11 wounded, and the enemy 25 killed and 40 wounded. The merchant ships proved to be bound to Mangalore, but contained no contraband articles. The French officers refusing to work the ship, she was navigated by English seamen to Tellicherry, whence Commodore Cornwallis ordered her to be conveyed to a French port, and there left.

Soon after this affair, M. St. Felix, the commander of the French squadron, arrived, and a correspondence took place between him, and the commodore. He threatened resistance in case of an attempt to stop any vessels under his protection, but the British comman-

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der was not a man likely to be deterred from doing his duty by threats. Nothing farther occurred, as no subsequent trial was made on the part of the French.

During his command in India, Commodore Cornwallis paid considerable attention to the economy of the public expences in the naval department, in the management of which great profusion had, at former periods, prevailed: it is even said, that he kept his whole squadron for nearly the same sum which had been required to maintain a single ship.

In November, 1791, the commodore shifted his pendant to the *Minerva*, and soon afterwards returned to Europe. He retained the command of the same ship long after his arrival in England, and on the 1st of February, 1793, was promoted to the rank of rear-admiral of the white.

In May, 1794, Admiral Cornwallis hoisted his flag on board the *Excellent*; his flag was shifted to the *Cæsar* in August, and in December it was flying on board the *Royal Sovereign*.

In June, 1795, Admiral Cornwallis commanded a detached squadron of five sail of the line, and two frigates. Cruizing in the Bay of Biscay, he fell in with a French fleet consisting of 13 sail of the line, 14 frigates, two brigs and a cutter. The gallantry manifested by the admiral and his little squadron on this occasion, and the masterly retreat he made from so superior a force, are described in vol. iii. p. 338—348.

In the same month a promotion taking place, Mr. Cornwallis was advanced to the rank of vice-admiral of the blue. The year following he was nominated by his Majesty rear-admiral of Great Britain, and was appointed to command on the West India station. He

accordingly set sail with a convoy for that quarter, but on the passage his ship, the *Royal Sovereign*, was so disabled in a gale of wind, that the admiral thought it necessary to return to England. The lords of the Admiralty, doubting the propriety of this measure, made it the subject of a court-martial, which honorably acquitted the admiral, who, however, at his own request, soon afterwards struck his flag; nor did he accept of any employment till the change of administration. On the 14th of February, 1799, he was promoted to the rank of admiral of the blue, and in 1801, when the Earl of St. Vincent was placed at the head of the Admiralty, Mr. Cornwallis succeeded him in the command of the Channel fleet, and hoisted his flag on board the *Ville de Paris*. On this station he continued without any opportunity of displaying any of the distinguished qualifications he possesses, except that of patience, till the conclusion of hostilities afforded him a temporary relaxation from the tedious uniformity of a blockade.

On the re-commencement of the war, the gallant admiral again hoisted his flag in his old ship, and repaired to his former station. In August, 1805, the French fleet in Brest made a motion indicative of an intention to come out. They ventured, however, no farther than their batteries, where, though greatly superior in number, they came to an anchor. *Blue Billy*, as our veteran admiral is familiarly styled by the seamen, prepared to attack them, regardless of the advantageous situation in which they were posted. On the approach of the British fleet they slipped their cables, and again stood into the harbor. Admiral Cornwallis, who led the van, had nearly cut off their

rear-most ships, and pursued the enemy under their own batteries. Part of a shell struck him on the breast, but without doing him any injury.—In November the same year he was advanced to the rank of admiral of the red.

On the change of administration, in February, 1806, Admiral Cornwallis was superseded by the Earl of St. Vincent, and has not since held any command. The British navy cannot boast an officer of greater bravery and talents than Admiral Cornwallis, whose services, whenever they may be required, cannot fail to prove beneficial to his country.

In the year 1768 the gallant admiral was chosen representative in parliament for Eye in Suffolk, and in 1774 he was returned for Portsmouth. At the general election in 1790 he was again elected for Eye, and continued in the representation of that borough till 1806, when the state of his health induced him to decline it.

LORD GARDNER.

AMONG those who have contributed to raise the naval glory of Britain to its present pre-eminence, the name of Gardner will long be mentioned with respect and admiration. He was born at Uttoxeter, in Staffordshire, on the 12th of April, 1742, and, like most of those officers who have attained distinguished honor in the naval profession, he entered at an early period of life into the service. He commenced his career on the 1st of May, 1755, on board the *Medway* of 60 guns, commanded by Captain Peter Dennis. He was in

this ship in 1757, when, in company with the *Eagle*, they took the *Duc d'Aquitaine*, of 60 guns. He appears to have removed with his commander into the *Dorsetshire* of 70 guns, in which he took the *Raisonnable* of 64 guns, as mentioned in vol. ii. p. 62.

Mr. Gardner was still on board the *Dorsetshire* in November, 1759, in the general engagement off Belleisle between the English and French fleets, commanded by Sir Edward Hawke and Marshal de Conflans; and Captain Dennis was one of those who particularly distinguished themselves in that memorable affair, as may be seen in the account of it in our second volume.

On the 7th of March, 1760, Mr. Gardner was advanced to the rank of lieutenant and appointed to the *Bellona*, of 74 guns, commanded by Captain Dennis, whose favor he seems to have enjoyed in a particular manner. That brave officer was succeeded in the command of the *Bellona* by Captain Robert Faulkner, an officer in no respect inferior as a seaman. This he evinced on the 14th of August, 1761, at the capture of the *Courageux* of 74 guns, in which Lieutenant Gardner assisted. The particulars of this achievement are given in vol. ii. p. 148.

The success of this action probably accelerated the promotion of Mr. Gardner, who, on the 12th of April, 1762, was advanced to the rank of commander, and appointed to the *Raven* fire-ship. Peace was soon afterwards concluded, and it was not till the 19th of May, 1766, that he was promoted to the rank of post-captain. He was soon afterwards appointed to the *Preston* of 50 guns, the flag-ship of Rear-admiral Parry, who was sent out with the chief command on the

Jamaica and Windward Island station. Towards the end of the summer of 1768, he was removed into the Levant frigate of 28 guns, and continued on the Jamaica station till 1771, when he returned to England. Here the Levant was paid off, and Captain Gardner remained unemployed till the year 1775, when he was appointed to the Maidstone frigate of 28 guns, and sent out to his former station, the island of Jamaica.

The flames of war were now kindled in America, and, in consequence of this event, Captain Gardner received orders to cruize off the coast of that continent to intercept the commerce of the colonies, and to prevent their receiving assistance from France. Here, at one in the morning of the 4th of November, 1778, he discovered a large French ship, which he immediately chased, and brought to action. The engagement had continued about an hour with great resolution on both sides, when the captain of the Maidstone found himself under the necessity of hauling off to secure his masts, and to repair the damages his rigging had sustained. At day-break, a second ship, supposed to be the enemy's consort, appeared to windward, and bore down upon the Maidstone. When almost within gun-shot, she hove to, and made a private signal, which, not being answered by the British frigate, the stranger hauled her wind, and stood away, leaving her consort to her fate. Captain Gardner, having repaired his damages as well as time and circumstances would permit, renewed the action with his former antagonist. After an engagement of nearly an hour she was compelled to surrender. The prize proved to be the Lion, a ship in the merchant's employ, but equipped for war as well as for commerce. She carried 40 guns, six,

twelve, and fourteen-pounders, and a crew of 216 men; while, on the other hand, the Maidstone had only 28 guns, nine and six-pounders, with a crew of 190 men. The cargo of the prize consisted of upwards of 1500 hogsheads of tobacco, which would have been a very valuable booty, had not Captain Gardner preferred the fulfilment of his public duty to private emolument. Both the ships were greatly disabled, particularly in their masts, sails, and rigging, so that it was extremely hazardous for them to beat against a contrary wind. At the conclusion of the engagement the wind blew fair for England, and thither Captain Gardner might have proceeded with his prize in safety, and with a certainty of selling her cargo to great advantage. This temptation, however, was not sufficiently powerful to induce him to forego the good of the service, and he shaped his course for the West Indies, though the condition of the ships, and the state of the wind, rendered the passage highly perilous. There, as had been foreseen, the proceeds of the Lion's cargo were not so great by many thousands of pounds as they would have been had she been sent to England.

Soon after his arrival at Antigua, Captain Gardner was promoted by Vice-admiral Byron, then commander in chief on that station, to the Sultan of 74 guns, as successor to Captain Wheelock, who had just died. In this ship Captain Gardner was engaged in the action off Grenada, with the French fleet under Count d'Estaing, on the 6th of July, 1779, and acted as one of the seconds to the commander in chief. That Captain Gardner bore an ample share in this engagement, was evinced by the loss of the Sultan, which had 16 men

killed, and 39 wounded, a greater number than any other ship in the fleet.

Not long after this event Captain Gardner was sent to Jamaica, and the following year returned to England with a convoy under his care. On the arrival of the *Sultan* she was paid off, and Captain Gardner, after remaining a short time out of commission, was in 1781, appointed to the *Duke* of 98 guns, one of the ships sent to reinforce Sir George Rodney in the West Indies. There Captain Gardner had the satisfaction to acquire fresh laurels on the 12th of April, 1782, which was likewise the anniversary of his birth. On that glorious day the *Duke* was second to the *Formidable*, the flag-ship of Sir George Rodney, and Captain Gardner had the honor to be the first that broke through the enemy's line. During one period of the action, the *Duke*, *Formidable*, and *Namur*, had to sustain the fire of eleven of the enemy's ships, and their loss was in consequence very great. The *Duke* had 13 men killed, and 60 wounded. The services of Captain Gardner were acknowledged by the commander in his dispatches, and every officer in the fleet bore a generous testimony to his merits. On the conclusion of peace, the *Duke* proceeded to Europe, in company with most of the other ships employed in the West Indies, and was paid off on her arrival in England.

Captain Gardner appears to have held no subsequent commission till the 8th of September, 1785, when he was appointed commander in chief on the Jamaica station, with the temporary rank of commodore. He accordingly hoisted his broad pendant on board the *Europa*, of 50 guns, and continued, during the usual term of three years, at Jamaica, where he obtained the

love and esteem of all those who were within the sphere of his influence. Returning to England, he was, in 1790, appointed to the *Courageux* of 74 guns, one of the ships put into commission on account of the expected rupture with Spain, but paid off on the adjustment of the dispute.

In January, 1790, Captain Gardner was appointed a lord of the Admiralty, and continued to hold that honorable situation till May, 1795. On the promotion which took place on the 1st of February, 1793, he was advanced to the rank of rear-admiral of the blue, and the same month hoisted his flag on board the *Queen* of 98 guns, on being appointed to the command of a squadron destined for the West Indies. Finding on his arrival that there was not a sufficient body of land forces to undertake any enterprize against the enemy's islands, the admiral returned, in the autumn of the same year, to England, and his squadron was immediately attached to the Channel fleet, under the command of Earl Howe.

In April, 1794, Admiral Gardner was advanced to be rear of the white. In the action of the 29th of May, between Earl Howe and Villaret Joyeuse, the *Queen* was in imminent danger. At one period of the engagement on that day, she lay totally disabled, and had it not been for the timely succour of Admiral Graves in the *Royal Sovereign*, her gallant commander and crew could scarcely have escaped falling into the hands of the French. Notwithstanding the injury his ship had sustained, we find Admiral Gardner two days afterwards, on the glorious 1st of June, equalling any of his gallant colleagues in the work of destruction. Indeed, in every action in which this intrepid officer was

engaged, wherever the battle raged with the greatest violence, there was he invariably found. It is no wonder, then, that his ship suffered more severely on the last-mentioned occasion than any other in the fleet, excepting the Brunswick. Three lieutenants, one midshipman, and 36 men were killed, and 67 wounded. Among the latter was Captain Hutt, who lost a leg, and died on the 2d of the following month.

On the return of the victorious fleet to port, Admiral Gardner received, with the other flag-officers, various flattering marks of the favor of his sovereign. He was appointed major-general of marines, and received on board the Queen Charlotte, from the King's hands, a gold chain and medal, as a mark of his Majesty's approbation of his conduct. On the 4th of July he was promoted to the rank of vice-admiral of the blue; and on the 6th of the following month was created a baronet. He likewise received, with the other commanders, the thanks of both houses of parliament, and addresses of congratulation from the city of London and other corporate bodies.

Sir Alan Gardner was elevated to the rank of vice-admiral of the white on the 1st of June, 1795; and on the 23d of the same month was second in command under Lord Bridport in the action off Port L'Orient, which terminated in the capture of three French ships of the line. He continued attached to the Channel fleet, and in 1797, removed his flag from the Queen to the Royal Sovereign of 110 guns; but the shattered remains of the French navy keeping close to their harbors, he had no opportunity of adding to that reputation he had so honorably acquired. On the breaking

out of the mutiny in the fleet, in the same year, Sir Alan Gardner was one of the officers whose firmness and exertions contributed, not without considerable personal risk, to its suppression.

On the 14th of February, 1799, Sir Alan was advanced to the rank of admiral of the blue; and on the 30th of August, 1800, was appointed commander in chief on the coast of Ireland, where he remained till the termination of the war. In consideration of his long and meritorious services, he was created, on the 23d of December, 1800, a peer of Ireland, by the title of Baron Gardner of Uttoxeter.

On the recommencement of hostilities, Lord Gardner was appointed commander at Portsmouth; in March, 1805, he was removed from that station to the chief command of the Channel fleet; on the 21st of July following he resumed his command at Cork; and on the 9th of November was promoted to the rank of admiral of the white.

In 1769, his lordship married, at Jamaica, Mrs. Turner, a widow lady, only daughter and heiress of Francis Gale, of Liguania in that island, and has by her a numerous family. His two eldest sons are captains in the royal navy, and bid fair, if opportunity offers, to emulate the glory of their father.

At the general election in 1796, Lord Gardner was elected a member of parliament for Westminster, which city he continued to represent till the general election in 1806, when he had the honor to be created a British peer.

SIR J. T. DUCKWORTH.

THIS brave officer, who, at the commencement of the present year, distinguished himself by the destruction of a French squadron in the West Indies, is the son of a clergyman, and descended from an old and highly respectable family. He was a midshipman on board the *Kent*, of 74 guns, commanded by Captain Fielding, when her aftermost magazine accidentally blew up, while saluting the admiral, as she was sailing out of Plymouth sound. After his providential escape from this fatal event, by which fifty of the crew of the *Kent* were either killed or dreadfully wounded, Mr. Duckworth was appointed lieutenant, and accompanied Captain Fielding in the *Diamond*, of 32 guns, to the coast of America, where abundant opportunity was afforded him to become a thorough seaman.

From the *Diamond* he was removed to the *Princess Royal*, of 98 guns, on the West India station; after which he was appointed master and commander of the *Rover*, sloop of war. He was then made post into the *Terrible*, of 74 guns, and was removed from that ship into the *Princess Royal*, bearing the flag of Admiral Rowley. In all these gradations his merit was conspicuously displayed on a variety of occasions.

Whether Captain Duckworth held any command during the peace which succeeded the American war, we know not; but, on the commencement of hostilities with France, he was appointed to the *Orion*, of 74 guns, one of the squadron sent under the command of Admiral Gardner, to the West Indies, early in 1793.

With that officer, Captain Duckworth returned to Europe in November the same year, and was attached to the Channel fleet.

In the following year Captain Duckworth was one of the officers who contributed to the glorious victory of the 1st of June. In the official account of the victory, he was mentioned by the noble admiral among those officers who had particular claims to his attention. In April, 1793, Captain Duckworth was removed to the *Leviathan*, of 74 guns, and was afterwards attached to the fleet in the Mediterranean. In 1798, we find his pendant flying on board that ship, having been sent by the Earl of St. Vincent, to co-operate with General Stuart in the reduction of Minorca, which was effected without the loss of a single man. See vol. iv. p. 169.

In February, 1799, he was promoted to the rank of Rear-admiral of the White, and was the year following appointed to succeed Lord Hugh Seymour, in the chief command on the Leeward Island station, where he arrived in the month of July. Previous to his sailing to assume this command he had the good fortune to fall in with a valuable Spanish convoy under the protection of three frigates, two of which he took together with eleven sail of merchantmen. The admiral's share of the prize-money arising from this capture is said to have amounted to 75,000*l*.

When the armed coalition of the northern powers called for spirited measures on the part of the British government, orders were sent to Rear-admiral Duckworth to proceed, in conjunction with General Trigge, to attack the Swedish and Danish islands in the West Indies. The islands of St. Bartholomew and St. Mars-

tin fell an easy conquest to the British commanders, who immediately directed their force against the Danish colonies St. Thomas, St. Crux, and St. John's. Such was the activity with which this expedition was prosecuted that though it was the 20th of March before the British troops landed on the first mentioned of these islands, yet by the end of that month they found themselves in undisturbed possession of the whole of them. For these services the king conferred the order of the Bath on the rear-admiral, who had, at the beginning of 1801, been advanced to the rank of rear-admiral of the red.

In April, he took possession of the islands of St. Eustatia and Saba, the former of which had been evacuated by the French garrison, who, however, left behind them 48 pieces of cannon and a quantity of military stores.

On the re-commencement of hostilities, in 1803, Sir J. T. Duckworth was appointed commander-in-chief at Jamaica, and removed his flag into the Shark sloop, then lying in the harbor of Port Royal. On this station, his cruizers were uncommonly active and successful. Here too he conducted the negotiation with the French, in St. Domingo, which terminated in the capitulation of Rochambeau and his troops to the British arms.

In April, 1804, he was promoted to be Vice admiral of the Blue, and at the conclusion of the year, returned to England. Soon after his arrival, part of his conduct while abroad became the subject of the investigation of a court-martial, which, so far from criminating the gallant admiral, only served to cover his accuser with

shame and disgrace. The sentence of the court was to the following effect :—

“ Pursuant to an order from the right honourable the Lords Commissioners of the Admiralty, dated the 22d day of April ult., and directed to the president, setting forth that he had transmitted to their lordships a letter which he had received from Captain J. A. Wood, dated the 19th ult. representing his having been oppressively removed from the command of his Majesty’s ship *Acasta*, by Vice-admiral Sir J. T. Duckworth, K. B. then commander-in-chief of his Majesty’s ships and vessels at Jamaica; and that the said vice-admiral had, in the most shameful and scandalous manner, loaded, received on board, and suffered to be received on board his Majesty’s ship *Acasta*, an immense quantity of goods and merchandize other than for the use of the ship, in defiance and contrary to the true intent and meaning of the 18th article of war; and requesting, as such proceedings were contrary and highly injurious to his Majesty’s service, oppressive to individuals, and unworthy the character of an officer; that the said vice-admiral may be tried by a court-martial for the offences therein set forth; and that their lordships thought fit that Captain Wood’s request should be complied with; the court proceeded to try the said Sir J. T. Duckworth, K. B. Vice-admiral of the Blue, for the offences with which he is charged by Captain Wood, in his letter above-mentioned. And having heard the evidence produced in support of the evidence, and by the said vice-admiral in his defence, and what he had to alledge in support thereof, and having maturely and deliberately weighed and considered the whole, the court is of opinion that the charges have

not been proved against the said Vice-admiral Sir J. T. Duckworth, K. B. ; but that they are gross, scandalous, malicious, shameful, and highly subversive of the discipline and good government of his Majesty's service, and doth adjudge him to be most fully and honorably acquitted of all and every part thereof ; and the said Vice-admiral Sir J. T. Duckworth, K. B. is hereby most fully and honorably acquitted of all and every part thereof as aforesaid accordingly."

The president in returning his sword to Admiral Duckworth, addressed him in the following manner :—

" SIR,

" I TAKE great pleasure in returning you this sword which you have so often and so honorably drawn in the defence of your country ; and I am desired by the court to say, that it is their unanimous wish that our gracious sovereign may be pleased soon again to call you forth to draw it once more in the defence of your king and country."

This wish was actually accomplished ; but the subsequent proceedings of the gallant admiral, and the events which led to his last splendid achievement at St. Domingo, are fully detailed in a former part of this volume, to which we refer the reader. We have therefore only to observe farther, that, on the 19th of November, 1805, he was advanced to the rank of vice-admiral of the white.

SIR HOME POPHAM.

THE various important services in which this officer has been engaged, and especially the conspicuous part he has acted in the capture of the Cape of Good Hope and Buenos Ayres, justly entitle him to notice among the naval worthies of Britain.

Sir Home was born in 1762, at Tetuan, on the coast of Morocco, at which port his father was consul. His mother died in child-birth of him. Her death was occasioned by the circumstance of Admiral Gell's firing a salute, at a period when a visit from the enemy was expected. The consequence was, that she expired before Sir Home was in the world. She had a very numerous progeny, of whom he was the twenty-first, but out of this number only Sir Home and his eldest brother, General Popham, are now living.

He was indebted for his education to Mr. Stephen Popham, of Madras, who was eminent for his talents in the law. When very young, he was sent to Westminster school, and on account of the extraordinary progress he had made in his studies, was admitted at the early age of thirteen years into the university of Cambridge. He had previously made one or two short trips to sea; but did not finally embrace the naval service till he had been twelve months at the university.

Mr. Popham commenced his career as a seaman under the auspices of the late Commodore Thompson, who acted the part of father, of instructor, and of protector to his boyish years. It is believed, that he was first employed under that officer on the home station;

that at the defeat of the Spanish squadron commanded by Langara, in June 1778, he was in the *Hyæna*, a repeating frigate, and that he continued in the same ship till she was paid off at the beginning of 1782.

Towards the close of the American war, Mr. Popham attained the rank of lieutenant, but the peace which ensued left him without fortune and without employment. Under these circumstances his attention was directed towards the East Indies, where his eldest brother had already distinguished himself. He accordingly repaired thither, and visited most parts of India. His talents for marine surveying, in which he is not excelled by any officer in the British service, procured his appointment, at the special recommendation of Lord Cornwallis, as one of a committee in 1788, to survey New Harbour in the river Hoogly, which had been represented as a proper place for a dock-yard.

In 1791, Lieutenant Popham commanded a country ship in India, and being bound from Bengal to Bombay, during a very tempestuous monsoon, he was obliged to bear up for the Straits of Malacca, and anchor at Pulo Penang, now called Prince of Wales's Island. This event led to the discovery of the southern passage, or outlet, which had not before been explored, a discovery which obtained him a letter of thanks from the government, as it was likely to prove beneficial to the commerce of the company, by removing the objections which prevented the commanders of their ships from touching at the island late in the season, when the strong winds from the north and north-west occasioned a delay of several days in working round the north end of the island to go to the southward. It was also

expected that it would encourage ships to touch at the island on their return from China, which few were able to accomplish before the southern channel was ascertained.

The letter of thanks was not the only compensation which Lieutenant Popham received for this service. A piece of plate was presented him in the name of the governor-general in council; and the court of directors, on receiving the intelligence, recommended him in very strong terms to the board of Admiralty.

Lieutenant Popham's survey of the south channel afforded him employment for some time. The company's ships which passed through it, were enabled to save considerable time, and three of their commanders, Captains Lawrie, Reid, and M'Intosh, in a letter dated from Canton, November 13, 1792, signified their wish to present him with a piece of plate in their own names, and those of others sailing from Bombay. Beacons were first placed along it for the direction of mariners, and these were afterwards replaced by buoys.

After having acted for some years as a free trader in the east, Lieutenant Popham was appointed to the command of the *Etrusco*, an imperial east Indiaman. This vessel, on her return from Bengal to Ostend, was seized, and made prize of by an English frigate, a considerable part of the propriety on board being supposed to belong to British subjects. On this occasion her commander was a considerable loser, but it was probably to this apparently untoward circumstance, that he was indebted for his subsequent advancement and success in the service of his country.

The war with France was now commencing, and in the early part of it Lieutenant Popham was attached,

with a party of seamen under his orders, to the army commanded by the Duke of York in Flanders and Holland. The first service in which he was employed was, to assist in the defence of Nieuport against the French. At this time, about the month of November, he conceived the idea of arming the fishermen of Flanders in defence of their own towns; and the plan being approved by the Duke of York, he formed a regular corps, which was placed under his command; and to their utility many distinguished officers bore the amplest testimony.

In November, 1794, General Pichegru having conquered Crevecoeur, Venloo, and Maestricht, proceeded with a powerful army to lay siege to Nimeguen. This city was not only defended by a numerous garrison, but the Duke of York was able at any time to throw in supplies from his camp at Arnheim. As it was evident that the place could not be taken till all intercourse with the English troops was cut off, the enemy immediately erected two strong batteries to the right and left of the line of defence; and these were so well served by their artillery, that they at length destroyed one of the boats which supported the bridge of communication. In consequence of this, the place must have surrendered immediately, had it not been for the exertions of Lieutenant Popham, who, having repaired thither from Ostend, repaired the damage, and thus for a time protracted the fate of the town. It was for this particular service that, on the 7th of April, 1795, Mr. Popham was promoted to the rank of post-captain.

In the course of the last-mentioned year, he acted in the capacity of naval agent for the English army on

the continent; and under his immediate inspection the English troops which had been serving there were embarked, and escorted to England by the *Dædalus* and *Amphion* frigates.

An invasion of the British islands having been threatened by the French, the attention of Captain Popham was directed to the means of successfully resisting such an attempt. This gave rise to his plan for raising and organizing the sea fencibles, which, having been approved by government, was carried into effect in the spring of 1798. Agreeably to this plan, the coast of England was divided into districts, over each of which a post-captain, with a certain number of commanders and lieutenants, was appointed. The district from Beachy Head to Deal inclusive, was assigned to Captain Popham, as a reward for his industry and attention; and the whole of his conduct on this station evinced the most laudable activity and exertion.

Government having received intelligence early in 1798, that the enemy had collected a great number of gun-boats and transports at Flushing, with a view to send them to Dunkirk and Ostend by the Bruges canal, formed a plan for destroying the bason gates and sluices. For the execution of this project, Captain Popham was selected on account of his acquaintance with the country, and his well-established reputation for enterprize. The particulars of this expedition, and the causes of its failure will be found detailed in vol. iv. p. 124.

A treaty having been concluded in 1799, between Great Britain and Russia, by which the latter engaged to furnish a certain number of ships and men for an expedition against Holland, Captain Popham was sent

to Cronstadt, in the Nile lugger, in the capacity of a British commissary, to superintend the embarkation of the troops. On this occasion he received a visit on board his little vessel from the Emperor Paul, and the whole of the imperial family, who were highly delighted with the attentions that were paid them, and the amusement of the day. The emperor, among other distinguishing marks of favor, presented him with a gold box set with diamonds, and a picture of the donor, and conferred on him the cross of Malta, an honor which was afterwards confirmed to him by his own sovereign.

Scarcely had Sir Home returned to England, when the expedition to Holland took place. In conjunction with Captain Godfrey, he was entrusted with the command of three gun-boats on the canal of Alkmaar. By the skilful management of these vessels, the flanks of the British army were protected, and the French so much annoyed, that the Duke of York, in his public dispatches, expressed himself highly indebted to Sir Home Popham and Captain Godfrey for their assistance. The numerous services of the former had now become so conspicuous, that some pecuniary reward was deemed requisite, and on the 26th of December, 1799, an annual pension of 500*l.* was settled upon him.

In the course of the year 1800, he was appointed to the command of a small squadron intended to convey a detachment of troops from the Cape of Good Hope, up the Red Sea, for the purpose of co-operating in the projected expedition against the French in Egypt. He accordingly hoisted his pendant on board the *Romney* of 50 guns, and proceeded with the *Sensible* of 30,

and the *Sheerness* and *Wilhelmina* of 44 guns each, to execute the commission with which he had been intrusted. Having performed this service, he set sail for the East Indies for stores and provisions, but instead of repairing to Bombay, where some of them might have been furnished from the king's stores, he deemed it more eligible to proceed to Calcutta, in order to have an interview with the governor-general in person. In November, 1801, he was preparing to return to the Red Sea, when he was called back by an order from the vice-president in council, in consequence of a dispatch from England, intimating a strong suspicion that the French had sent out an expedition against the Portuguese settlement of Macao, with a view to intercept the ships employed in the China trade. Sir Home immediately suggested the necessity of sending a force for the protection of the settlement, and offered his services to convoy it. Preparations were accordingly made; but having arrived at Prince of Wales's Island in December, 1802, he there found Admiral Rainier, who directed the *Arrogant* and *Orpheus* to proceed to Macao with the *Indiamen*; and as his squadron was scantily supplied, part of the *Romney's* stores and provisions were taken out to enable them to perform that service.

In January, 1803, the commodore again sailed for the Red Sea, and the re-embarkation of the company's troops being effected, he returned to England. Soon after his arrival, he obtained a seat in parliament for Yarmouth, in the Isle of Wight.

About this time an investigation was instituted relative to the expenditure occasioned by the refitting and equipment of the *Romney* in the East Indies; a

measure which appears rather to have originated in a malignant party-spirit, than in anxiety for the welfare of the public service. This business, after a long, unnecessary, and vexatious delay, was submitted to a committee of the House of Commons, who were directed to examine the proceedings of the Admiralty and Navy Boards, and of the Commission of Naval Inquiry, with other circumstances connected with the case. But, so far from finding any thing to criminate Sir Home Popham, this committee declared, "that he appeared from his conduct to have been actuated by no other motive, than that of an ardent zeal for the public service; and that, so far from encouraging and conniving at any waste, he appeared to have effected very considerable savings."

In September, 1804, Sir Home was appointed to the *Antelope* of 50 guns, and in the absence of Admiral Louis, assumed the command on the *Dungeness* station. Soon afterwards he was removed to the *Diadem* of 50 guns; and, on the equipment of an expedition against the Cape of Good Hope, towards the conclusion of 1805, Sir Home Popham was selected to conduct it. With what ability he executed this commission may be seen in a former part of this volume; an account of his farther success in the conquest of Buenos Ayres, the plan of which originated, we believe, entirely with himself, will hereafter be the subject of our notice.

LORD KEITH.

THE honourable George Keith Elphinstone, the son of Charles Lord Elphinstone, a peer of Scotland, was born in the year 1747. Of the early part of his professional career, no authentic particulars have come to our knowledge. His promotion as post-captain bears date May 11, 1775, and, the year following, he was appointed to the Pearl frigate, of 32 guns, in which he served in America under the orders of Earl Howe. We next find him in the Perseus frigate, under Admiral Arbuthnot. At the reduction of Charlestown, he commanded a detachment of seamen on shore, and received the official commendation of General Clinton, the commander of the land forces for his gallantry and spirited exertions.

On his return from America, Captain Elphinstone was appointed to the Warwick, of 50 guns, and being on a cruize in the Channel, he fell in with a Dutch ship of equal force, on the 5th of January, 1781, and took her. The particulars of the action are given in vol. iii. p. 10. During the remainder of the war Captain Elphinstone continued in the Warwick, principally employed on the North American station, where, on the 11th of September, 1782, he was concerned in the capture of the French frigate L'Aigle, of 40 guns. See vol. iii. p. 84.

From the peace of 1783, Captain Elphinstone appears to have remained unemployed till the commencement of the war with France, in 1793, when he was appointed to command the Robust, of 74 guns, one of

the squadron sent to the Mediterranean under Lord Hood. When the necessary arrangements were made for taking possession of Toulon, Captain Elphinstone, who superintended the landing of the troops at Fort la Malgue, was appointed by the admiral to act as their commander and governor of the fort. In this difficult post he displayed, not only the greatest personal intrepidity, but likewise a consummate knowledge of military tactics. When it was found indispensably necessary to evacuate Toulon, the care of embarking the artillery, stores, and troops was committed to Captain Elphinstone. This service he executed with such ability as to obtain the most liberal encomiums of the commander-in-chief, as well as of General Dundas; and, on his return to England, he was honored by his Majesty with the order of the Bath.

On the 11th of April, 1794, Captain Elphinstone was promoted to be Rear-admiral of the Blue, and on the 4th of July, was advanced to the same rank in the white squadron; on which he hoisted his flag on board the *Barfleur*, of 98 guns, Rear-admiral Rowley who commanded her on the glorious 1st of June, having lost a leg on that memorable occasion. He continued with the Channel fleet during the remainder of the year; but war having broken out between Great Britain and Holland, he shifted his flag early in 1795, from the *Barfleur* to the *Monarch*, of 74 guns, and assumed the command of a squadron destined against the Cape of Good Hope. The proceedings of the admiral which terminated in the reduction of that colony and the capture of a Dutch squadron sent out for the express purpose of re-conquering it, will be found in vol. iii. p. 369-375, and vol. iv. p. 41-43.

After the performance of these services Admiral Elphinstone sailed for Europe in the month of October, 1796, and, on the 7th of March, 1797, he was elevated to the dignity of a baron of Ireland, by the title of Lord Keith. In May, the same year, he was sent to Sheerness to superintend the naval preparations that were making against the mutineers. After this he commanded for a short time a detachment of the Channel Fleet, and had his flag flying on board the Queen Charlotte.

Towards the conclusion of 1798, he was second in command of the fleet in the Mediterranean and had his flag on board the Foudroyant, of 80 guns. On the 14th of February, 1799, Lord Keith was promoted to the rank of Vice-admiral of the Red, and on the 23d of June, the Earl of St. Vincent, whose health obliged him to return to England, resigned to him the command of the Mediterranean fleet. His operations in that quarter are detailed in vol. iv. p. 247-248.

On the 1st of January, 1801, a general promotion of flag-officers took place in honor of the union between Great Britain and Ireland, on which occasion, Lord Keith was advanced to the rank of Admiral of the Blue. His flag this year was on board the Foudroyant, and he commanded the naval force employed against the French on the coast of Egypt. For his services on this important station, he was created a peer of Great Britain, received the thanks of both houses of parliament, and was presented, by the City of London, with a sword of the value of one hundred guineas.

The success which attended the British arms in Egypt, materially contributed to bring about a peace.

Hostilities, however, were soon renewed, and in the month of March, 1803, Lord Keith was appointed to the chief naval command at Plymouth. On the 9th of November, 1805, he was advanced to the rank of Admiral of the White.

In 1787, Lord Keith married Jane, daughter and sole heiress of William Mercer, Esq. of Aldie and Meekelem, in the county of Perth. By this lady, who died in 1789, he had one daughter, Margaret, on whom, and her heirs male, if his lordship should leave no male issue, the barony is entailed.

SIR ANDREW MITCHELL.

THIS officer was a native of one of the southern counties of Scotland. He was born in or about the year 1757, and received his education at Edinburgh, in one of those public grammar schools which contribute so powerfully to the education of the youth of that country. His father having died while young, the care of his early years devolved entirely on his mother.

Being destined for the navy, he was placed on the quarter-deck of the Rippon, of 60 guns, then commanded by the late Admiral Sir Edward Vernon, with whom he repaired to India in 1776, and he exhibits a memorable instance of a young man's arriving in Asia in the capacity of a midshipman, and returning to Europe as a post-captain. France having declared in favor of the insurgent Americans, India soon became

the scene of action, and Sir Edward Vernon, who then hoisted a broad pendant as a commodore, had several brushes with the enemy. On the 10th of August, 1778, in particular, he fell in with the fleet commanded by M. Frangolly, on the coast of Coromandel, on which occasion an indecisive action took place. But, although the British squadron did not succeed in bringing the enemy to close quarters, yet it obliged them to leave the coast, on which the commodore took possession of the anchorage in Pondicherry road, and co-operated effectually in the reduction of that place.

In the mean time Mr. Mitchell, who had been for some time a lieutenant, was promoted to the command of the Coventry of 23 guns. Rear-admiral Sir Edward Hughes having sailed from Spithead on the 8th of March 1779, on his arrival assumed the command in the Indian seas, and opened such a scene of naval tactics, as had never before been witnessed in that distant quarter of the globe. Being on board a small vessel, Captain Mitchell of course had it not in his power to enter the line of battle, which was so often formed against the able and gallant Count de Suffrein, and therefore was unable to distinguish himself in any of the actions of that day. But in 1782, while cruising off Ceylon, we find him attacking the *Bellona*, a French forty-gun ship, which was forced to sheer off, after a sharp action of two hours and a half. Sir Edward Hughes thought so highly of this exploit, as to make it the principal subject of an official dispatch to the Admiralty, dated on the day of the arrival of the Coventry at Madras. The particulars of it are given in vol. iii. p. 121.

The bravery of Captain Mitchell in this action did

not pass unrewarded, as he was soon afterwards promoted to the Sultan of 74 guns, in the room of Captain Watt, who fell in the action of the 3d of September. The Superb, the admiral's ship, having suffered considerable damage in one of the most dreadful hurricanes ever experienced in that quarter, he shifted his flag for a time into the Sultan. In the action of the 20th of June, 1783, the last which took place between Sir Edward Hughes and the French admiral Suffrein, Captain Mitchell's ship, the Sultan, had 4 men killed and 20 wounded.

A few days afterwards arrived the intelligence of the conclusion of peace, on which Captain Mitchell returned to Europe with a convoy; and having obtained a considerable sum by way of prize-money, deemed himself secure of all those enjoyments which can be obtained by the possession of affluence in his native country. But, it is well known, that the independence of a naval officer in the British service too often depends on the fidelity, punctuality, and attention of his agent; and, unfortunately, Captain Mitchell's was more occupied in feeling the pulse of a district of Scotch boroughs, with a view to a general election, than in attending to the interests of his clients. The result was, that after many years spent in active service abroad, Captain Mitchell found himself, soon after his arrival in London, bereft of nearly all his fortune!

During the peace, like many other meritorious officers, he remained unemployed; but no sooner did the war with France take place, than he was promoted to a ship, and we find him serving under Lord Howe, first on board the Asia of 64 guns, and then in the Impreg-

nable of 90 guns. In 1795, he took rank as a rear-admiral of the blue squadron; in February, 1797, he was advanced to the same rank in the white; and in February, 1799, to be vice-admiral of the blue. The first time, however, that his flag was hoisted, was in April, 1799, on board the *Zealand* of 64 guns, at the *Nore*.

About this time the government having conceived the plan of an expedition to Holland, the naval part of it was entrusted to Vice-admiral Mitchell, who shifted his flag into the *Isis* of 50 guns. However unfortunate the military operations might be, complete success attended the measures adopted by Admiral Mitchell, who was enabled, without bloodshed, to add twenty-four sail of Dutch ships, of which ten were of the line, to the British navy. See vol. iv. p. 201.

The skill, bravery, and conduct of the vice-admiral, obtained the highest approbation of the government. The thanks of both houses of parliament were voted him, and on the 9th of January, 1800, his Majesty conferred on him the order of the Bath. The city of London also voted him their thanks, and presented him with a sword valued at one hundred guineas.

In the same year, Sir Andrew served under Lord Bridport, in the Channel fleet, having his flag on board the *Windsor Castle* of 98 guns. On the 1st of January, 1801, he was promoted to be vice-admiral of the white, and for some time continued to command a division of the Channel fleet under Admiral Cornwallis. In November he was sent with a detachment of that fleet to Bantry Bay, in Ireland, where, in the following month, violent symptoms of mutiny broke

out in the *Temeraire*, under the command of Rear-admiral Campbell, which ship had been ordered, with several others, to the West Indies. The mutineers being secured, the fleet proceeded to Spithead, where Sir Andrew acted as president of the court-martial appointed to try them.

In the spring of 1802, Sir Andrew Mitchell sailed in the *Leander* of 50 guns, to take the chief command at Halifax in Nova Scotia. In 1803, he lost his wife, who died at Bermuda, whither he had been advised to go for the benefit of his health; and some time afterwards he married a lady of Halifax. On the 23d of April, 1804, he was made vice-admiral of the red, and on the 9th of November, 1805, admiral of the blue. He again went early in 1806, to Bermuda, for the benefit of his health, and there died on the 26th of February.

No one knew better than Sir Andrew Mitchell how to preserve that spirit of subordination which is essential to the interests of the navy; yet no one was more beloved by his officers, or lived on better terms with them. Like a father among his children, the sole object of his care seemed to be to make them happy. He was extremely fond of music; and being provided with an excellent band, it was his custom, when not prevented by professional avocations, to assemble such of his officers as were not on duty in the great cabin to enjoy the concert. When obliged to part with his officers,—several gentlemen educated on his quarter-deck being now post-captains,—he could scarcely refrain from tears. His unwearied attention to the seamen as well as to the officers under his command is well

known; and the natural consequence was, that he died respected and lamented by all who were within the sphere of his influence.

SIR THOMAS LOUIS.

THIS officer, who was born in the year 1759, is descended from a respectable family settled at Exeter, in the county of Devon. He had not completed his twelfth year, when he embarked in 1770, in the capacity of a midshipman, on board of the *Fly* sloop, commanded by Captain Graham. He was removed the following year into the *Southampton* frigate, then commanded by Captain Macbride. During his continuance in that ship, she was employed, in 1772, together with the *Seaford* frigate and the *Cruizer* sloop, in conveying the unfortunate queen of Denmark from *Elsineur* to *Stade*.

Mr. Louis remained in the *Southampton* till 1774, when he was removed into the *Kent* of 74 guns, Captain Fielding; after which he again served in the *Fly* sloop and the *Southampton* and *Orpheus* frigates. In 1775, he experienced another removal into the *Thetis* frigate, in which he made a voyage to *St. Helena*, under his first commander, Captain Graham. After a regular apprenticeship of seven years to his profession, Mr. Louis, in July 1777, attained to the rank of lieutenant in the *Bienfaisant* of 64 guns, commanded by Captain Macbride, with whose fortune that of Mr. Louis seems to have been closely linked. The *Bienfaisant* was employed either on the home station, or

on such services as the main fleet or detachments from it were engaged in. She was one of the fleet under Admiral Keppel in his action with the Count d'Orvilliers, on the 27th of July, 1778, when the *Bienfaisant* was in such a position in the line as to prevent her from taking a decisive part in the engagement, so that she escaped without injury to a single man.

In 1779, Mr. Louis became first lieutenant of the *Bienfaisant*, and towards the conclusion of the year sailed in her with the squadron destined for the relief of Gibraltar. On their passage they had the good fortune to fall in with a Spanish convoy from St. Sebastian's bound to Cadiz, laden with naval stores, provisions, &c. escorted by seven ships of war belonging to the Royal Caraccas Company. The whole of this convoy was captured, the commodore, in the *Guipuscoa*, of 64 guns, surrendering to the *Bienfaisant*.

A few days afterwards, on the 16th of January, 1780, the Spanish fleet under the command of Don Juan de Langara, appeared in sight of the British. An action took place the result of which is given in Vol. II. p. 348. In this engagement Lieutenant Louis witnessed some very warm work, and, as appears by the account to which we have referred, was appointed prizemaster of the *Phoenix*, the Spanish admiral's ship which struck to the *Bienfaisant*. Though she was dreadfully shattered in the action, he succeeded in carrying her safely to Gibraltar, where he arrived three days before Admiral Rodney, who was under serious apprehensions for the safety of the *Phoenix*; for it blew a hard gale of wind, in a very dark night, on a lee shore, when Lieutenant Louis took possession of her, and no sooner had he and his brave companions

got on board than the boat which had brought them was swamped by her side.

Such was the satisfaction of Sir George Rodney with the seamanship displayed by Mr. Louis on this occasion, that he offered either to take him to the West Indies and promote him on the first vacancy, or to give him an acting captain's commission to carry home the *Phoenix*, in the hope that he would be confirmed in that appointment by the Lords of the Admiralty, or at least promoted to the rank of commander. The latter proposal was accepted by Lieutenant Louis, who, in the middle of February, sailed for England with the Spanish prizes and part of the fleet under the command of Rear-admiral Digby. On the 23d of the same month, they fell in with a French convoy, three sail of which were taken with one of the line-of-battle ships, *Le Prothée*, of 64 guns, by which it was escorted, as related in Vol. II. p. 353.

On his arrival in England our young officer was not so fortunate as to obtain the desired promotion, but was ordered to return to the *Bienfaisant*. In her he assisted in the capture of the *Compte d'Artois*, of 64 guns, the particulars of which action are given in Vol. II. p. 360.

At the close of the year 1780, Captain Macbride was removed into the *Artois* frigate, of 44 guns; and such was the estimation in which he held the merit of his lieutenant, that he expressly applied for that officer, by whom he was accordingly accompanied. Mr. Louis had not been above two months in the *Artois*, when, at the earnest recommendation of his captain, he was promoted to the rank of commander in the *Mackworth* armed ship. In this vessel he was engaged

during the whole of the year 1781 in convoying the trade from Plymouth to the Bristol Channel and back again.

In 1782, Captain Louis was sent to Ireland as regulating officer at Sligo and at Cork, and on that service he remained till January 1783, when he was promoted by Admiral Keppel to the rank of post-captain. The American war was just at this time brought to a conclusion and a long period of inactivity ensued.

At length, after an interval of ten years, Captain Louis' services were again called forth at the commencement of the war of the French revolution, in 1793, and it must have afforded him no small gratification to be selected by his old commander, Admiral Macbride, as his captain in the *Quebec*, of 32 guns, on the Downs station. He was not long afterwards appointed to the *Cumberland*, of 74 guns, and so much was he beloved by all the seamen in the vicinity of Torbay, where he had resided during the peace, that he was enabled to man his new ship almost entirely with volunteers from that neighborhood.

In the spring of 1794, Captain Louis was removed to the *Minotaur*, of 74 guns, one of the Channel Fleet, under the orders of Rear-admiral Montagu. The flag of Admiral Macbride was afterwards hoisted for a short time on board of the *Minotaur*, which was principally engaged, during the year, in cruizing off the French coast. In February, 1795, she was employed in the fleet under Earl Howe, in escorting the East and West India convoys clear of the channel and afterwards cruizing off Brest.

Early in 1796, Captain Louis sailed to the West Indies with a convoy, and returned almost immediately

to England with a large fleet of merchantmen, in the escorting of which, he manifested such skill and attention, as to obtain a unanimous vote of thanks from their commanders. In May, 1797, the *Minotaur* belonged to the Channel Fleet under Lord Bridport, and not long afterwards proceeded to the Mediterranean to reinforce the Earl of St. Vincent. In 1798, she was one of the squadron detached under the command of the enterprising Nelson, up the Mediterranean, and Captain Louis consequently accompanied that officer in his arduous and discouraging pursuit of the French armament destined for the invasion of Egypt. The account of this voyage, as well as the victory of Aboukir, in the glory of which Captain Louis participated, is given at length in Vol. IV, p. 140 to 154. The following particulars, however, which are not there recorded are too highly honourable to the character of Captain Louis to be suppressed in this place.

When the admiral, in the *Vanguard*, anchored alongside of the *Spartiate*, he became exposed at the same time to the raking fire of *L'Aquilon*, the next ship in the enemy's line. Owing, however, to the gallant and judicious manner in which Captain Louis took his station ahead of the *Vanguard*, he not only effectually relieved her from this distressing situation, but obliged his opponent to strike to his superior prowess. The admiral felt so grateful to Captain Louis for having thus nobly supported him, that about nine o'clock, while the battle was raging with the utmost fury, and he was suffering severely from a wound in the head which he believed to be mortal, he directed Captain to hail the *Minotaur* and request Captain Louis

to come on board as he could not enjoy a moment's peace till he had thanked him for his conduct; adding:—"this is the hundred and twenty fourth time I have been engaged, but I believe it is now nearly over with me." Captain Louis immediately hastened on board the Vanguard, and the meeting which took place between the admiral and him was affecting in the extreme. The latter hung over his bleeding friend in silent sorrow. "Farewel, dear Louis," said the magnanimous Nelson, "I shall never forget the obligation I am under to you for your brave and generous conduct; and now whatever may become of me, my mind is at peace."

After the splendid victory of Aboukir, Capt. Louis, in common with the other captains of the fleet. received the thanks of parliament, accompanied with a gold medal, and was also presented with a sword by the city of London.

Captain Louis returned with Lord Nelson to Sicily, and in the summer of 1799, was sent with Captain Troubridge to clear the Roman territory of the French. The British officers having entered into articles of capitulation with General Grenier, a detachment of 200 seamen and marines was landed to take possession of Civita Vecchia, Cornato, and Tolfa. Meanwhile Captain Louis and General Bouchard proceeded to take possession of Rome on the same terms. For his services in the Mediterranean, Captain Louis was afterwards presented, by the King of Naples, with the insignia of the Order of St. Ferdinand and of Merit.

During the remainder of the war, Captain Louis continued in the Mediterranean; in 1800, on the destruction of the Queen Charlotte, he had the honor of

receiving Lord Keith's flag on board of the *Minotaur*, and in 1801, he accompanied his lordship to the coast of Egypt. Here he remained till the conclusion of the peace, when he returned to England.

On the renewal of hostilities he was appointed to the *Conqueror*, of 74 guns. In April, 1804, on his promotion to the rank of Rear-admiral of the White, he hoisted his flag on board the *Leopard*, of 50 guns, and commanded on the Boulogne station during the remainder of that year. In March, 1805, a particular application was made for him by his friend Lord Nelson, under whom he was appointed to serve in the Mediterranean in the *Canopus*, of 80 guns, one of the prizes taken at Aboukir. He was also the companion of his lordship in his arduous chace of the French fleet to and from the West Indies. On his return he joined the fleet before Cadiz, and, when Lord Nelson assumed the command of it, was detached, by him, with seven sail of the line on a particular service. To this circumstance was ascribed the resolution of the French admiral, Villeneuve, to put to sea, and to this was Britain consequently indebted for the most brilliant victory that ever graced her naval annals.

On his return from the Mediterranean, Rear-admiral Louis fell in with Vice-admiral Duckworth who had received intelligence that a French fleet had sailed for the West Indies. He immediately took our gallant officer under his command and pursued the enemy thither. The result was the glorious and decisive victory off St. Domingo, in which the *Canopus* had eight men killed and 22 wounded. For the particulars of this achievement, see Vol. V. p. 202-208. For the share which the rear-admiral bore in this action, he

received the thanks of both houses of parliament, and was soon afterwards raised to the dignity of a baronet of the united kingdom.

After these services performed in the West-Indies, Sir Thomas Louis returned to his station in the Mediterranean, and then repaired to England. The last service in which he has been engaged was in cruizing with a squadron off Belleisle, for the purpose of intercepting the French force under Willaumez, in case of its return to Europe.

Sir Thomas, early in life, married Miss Belfield, a lady of a very respectable family in the west of England, by whom he has four sons and three daughters. The eldest son is a post captain in the navy, and the youngest is at the naval academy at Portsmouth, being also intended for his father's profession.

SIR EDWARD BERRY.

IT may safely be affirmed that the British navy cannot produce an officer, who has seen more service than Sir Edward Berry. Associated for many years with the immortal Nelson, he emulated the glory of his commander, and contributed in no small degree to the unparalleled success of his enterprizes. In the victory of Earl Howe; in the glorious engagements off Cape St. Vincent and Aboukir; in the defence of the Leander; in the capture of the Guillaume Tell; in the deathless achievement at Trafalgar; and the brilliant action off St. Domingo, the valor, conduct and professional merit of Sir Edward Berry have earned a rich harvest of renown.

This distinguished officer was born in the year 1766. His father was a respectable merchant in the city of London, who dying before he had realized an adequate provision for his family, his widow, with two sons and five daughters, were left with but slender means of support. Edward, the eldest son, early evinced a predilection for the naval service, and circumstances favored his initiation when very young, into that profession to which he has done so much credit. His uncle, the Rev. Titus Berry, had been the master of an academy at Norwich, where the late Lord Mulgrave received part of his education. By means of the recommendation of this relative, he had the good fortune to commence his nautical career under the auspices of that nobleman in 1779, before he had attained the age of fourteen years.

His first voyage was in the *Burford*, of 70 guns, to the East-Indies : but we are unable to trace the particular kind of service in which Mr. Berry was employed in the early stage of his progress. The long interval of peace which succeeded the American war, was unfavorable to his hopes of promotion ; and it was not till after the commencement of the war with France in 1793, that he was made a lieutenant, for having signaled himself in boarding a ship of war which had been grappled.

As barren as had been the preceding part of his professional career of opportunities to acquire distinction, so abundantly did fortune compensate for the deficiency in that which followed. Soon after his promotion, he gave farther proofs of his intrepidity in Lord Howe's engagement on the 1st of June 1794, and had

the satisfaction to obtain the notice and approbation of his superior officers.

In the course of his service in the fleet in the Mediterranean, his merit attracted the particular observation of Sir John Jervis and Commodore Nelson, with whom he formed a permanent friendship. Under the latter he served, first in the *Agamemnon*, and afterwards in the *Captain*, of which he was first lieutenant on the memorable 14th of February 1797.

The conduct of Lieutenant Berry cannot be better described than by the pen of his commander, in his memoir of the proceedings of the *Captain*; and therefore we shall without apology insert those invaluable remarks of the immortal Nelson, on the events of that day.

“ A few Remarks, relative to myself in the Captain, in which Ship my Pendant was flying on the most glorious Valentine’s Day, 1797.

“ At one, P. M. the Captain having passed the sternmost of the enemy’s ships, which formed their van and part of their centre, consisting of seventeen sail of the line; they on the larboard, we on the starboard tack; the admiral made the signal to attack in succession, but perceiving all the Spanish ships to bear up before the wind, evidently with an intention of forming their line, going large, joining their separated divisions; at that time engaged with some of our centre ships, or flying from us; to prevent either of their schemes from taking effect, I ordered the ship to be wore, and passing between the *Diadem* and the *Excellent*, at a quarter past one o’clock, was engaged with the headmost,

and, of course, leewardmost of the Spanish division. The ships which I knew, were the Santissima Trinidad, 136; San Josef, 112; Salvador del Mundo, 112; San Nicholas, 80; another first-rate, and a 74, name unknown.

“ I was immediately joined and most nobly supported by the Culloden, Captain Troubridge; the Spanish fleet not wishing, I suppose, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships above-mentioned to be the leewardmost and stern-most ships in their fleet. For near an hour, I believe, (but do not pretend to be correct as to time) did the Culloden and Captain support this apparently, but not really, unequal contest; when the Blenheim passing between us and the enemy, gave us a respite, and sickened the Dons.

“ At this time the Salvador del Mundo and San Isidro dropped astern, and were fired into, in a masterly style, by the Excellent, Captain Collingwood, who compelled the San Isidro to hoist English colours; and I thought the large ship, Salvador del Mundo had also struck, but Captain Collingwood, disdainng the parade of taking possession of a vanquished enemy, most gallantly pushed up, with every sail set, to save his old friend and messmate, who was, to appearance, in a critical state; the Blenheim being a head, the Culloden crippled and astern. The Excellent ranged up within two feet of the San Nicholas, giving a most tremendous fire. The San Nicholas luffing up, the San Josef fell on board her; and the Excellent passing on for the Santissima Trinidad, the Captain resumed her station a-breast of them, and close alongside; at this time the Captain having lost her fore-top mast, not a

sail, shroud, nor rope left : her wheel away, and incapable of farther service in the line, or in the chase, I directed Captain Miller to put the helm a-starboard, and calling for the boarders, ordered them to board.

“ The soldiers of the 69th, with an alacrity which will ever do them credit, and Lieutenant Pearson, of the same regiment, were almost the foremost in this service ; the first man who jumped into the mizen chains was Captain Berry, late my first lieutenant, (Captain Miller was in the very act of going also, but I ordered him to remain) : he was supported from our sprit sail yard, which hooked in the mizen rigging. A soldier of the 69th regiment having broken the upper quarter-gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin doors fastened, and some Spanish officers fired their pistols ; but having broken open the doors, the soldiers fired ; and the Spanish brigadier (commodore with a distinguishing pendant) fell, as retreating to the quarter-deck. I pushed immediately onwards for the quarter-deck, where I found Captain Berry in possession of the poop ; and the Spanish ensign hauling down. I passed with my people, and Lieutenant Pearson, on the larboard gang-way, to the fore-castle, where I met two or three Spanish officers, prisoners to my seamen : they delivered me their swords. A fire of pistols, or muskets, opening from the admiral’s stern-gallery of the San Josef, I directed the soldiers to fire into her stern ; and calling to Captain Miller, ordered him to send more men into the San Nicholas ; and directed my people to board the first-rate, which was done in an instant, Captain Berry assisting me in the main-chains.

At this moment a Spanish officer looked over the quarter-deck rail, and said they had surrendered.— From this most welcome intelligence it was not long before I was on the quarter-deck, where the Spanish captain, with a bow, presented me his sword, and said the admiral was dying of his wounds. I asked him, on his honour, if the ship was surrendered; he declared she was: on which I gave him my hand, and desired him to call his officers and ship's company, and tell them of it; which he did:—and on the quarter-deck of a Spanish first rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards: which, as I received, I gave to William Fearney, one of my bargemen, who put them, with the greatest *sang froid*, under his arm. I was surrounded by Captain Berry, Lieutenant Pearson, of the 69th regiment, John Sykes, John Thomson, Francis Cooke, all old *Agamemmons*, and several other brave men, seamen, and soldiers. Thus fell these ships!

N. R. In boarding the San Nicholas, I believe we lost about seven men killed and ten wounded, and about twenty Spaniards lost their lives by a foolish resistance. None were lost, I believe, in boarding the San Josef.

Signed { HORATIO NELSON,
RALPH WILLET MILLER,
EDWARD BERRY.

The assistance of Mr. Berry, in this desperate conflict, was most gratefully acknowledged by the heroic Nelson, who, in the month of April following, on his promotion to a flag, made Lieutenant Berry his cap-

tain. He accompanied his patron to Teneriffe, and afterwards to England, to which he was obliged to repair for medical assistance. The testimony which he bore to the gallantry of Captain Berry, was equally honorable to both. The king, on his first appearance at court, expressed his sorrow for the loss the admiral had sustained, and the impaired state of his health, which might deprive his country of his future services. "You have lost your right arm," observed the king. "But not my right hand," replied Sir Horatio, "as I have the honor of presenting Captain Berry to you."

When the admiral was sufficiently recovered, Captain Berry again attended him in the Vanguard to the scene of his late achievement. The proceedings of the squadron detached under his command by the Earl of St. Vincent, and the particulars of the glorious battle of the Nile, have been so amply related in our fourth volume, that it would be superfluous to notice them in this place.

Captain Berry was sent to England in the Leander with the official account of that splendid victory. On her passage, the Leander had the misfortune to fall in with the *Genereux*, a ship of far superior force, and after a most bloody and obstinate engagement, the narrative of which will be found in vol. iv. p. 164, was obliged to surrender. To this account we may be permitted to add, that Captain Berry, during the action, behaved with his usual intrepidity, and received a wound from part of a man's skull, which was driven through his arm.

On his arrival in England he was welcomed with the praises of his countrymen and met with the most flattering reception from his sovereign who conferred on

him the honor of knighthood. The corporation of London voted him their thanks, and directed the freedom of the city to be presented to him in a gold box. Previous to his return to the Mediterranean, Sir Edward published an account of the battle of the Nile—a task for which his situation in that glorious encounter eminently qualified him.

Sir Edward soon afterwards entered again upon active service, as captain of Lord Nelson's flag ship, the *Foudroyant* of 80 guns. His lordship being taken ill, he was under the necessity of going on shore in Sicily, so that Sir Edward was left in the command of the *Foudroyant*. During the absence of the admiral, he had the gratification of taking, after an obstinate engagement, the *Guillaume Tell* of 86 guns, and 1,000 men, the only remaining ship of the French fleet at the battle of the Nile.

The enemy had been discovered and brought to action by Captain Dixon of the *Lion*, and Captain Blackwood in the *Penelope*. It had continued about fifty minutes, when the *Foudroyant* came up with a press of canvas, and Sir Edward Berry laying her so close alongside the enemy, that her spare anchor was but just clear of his mizen-chains, hailed the French commander, Admiral Decrés, and ordered him to strike. He answered by brandishing his sword over his head, and discharged a musket at Sir Edward. This was followed by a broadside, which nearly unrigged the *Foudroyant*; whose guns, however, being prepared with three round shots in each, poured a most tremendous and effectual discharge, crashing through and through the enemy, and forming a perfect chord of harmony in the ears of her gallant crew. The next broadside carried away the main and mizen-masts of

the Guillaume Tell, at the same time the Foudroyant's fore-top-mast, jib-boom, sprit-sail, main-top-sail yard, stay-sails, fore-sail and main-sail were all in tatters. In this situation it was difficult to make the ship fall off so as to maintain her position. The combatants, therefore, separated for a few minutes, when Sir Edward Berry called his men from the main-deck, and cutting away part of the wreck, once more got the ship under command, and again laid her close alongside her determined opponent, who nailed his colours to the stump of the mast, and displayed his flag on a pole above them. Sir Edward now commenced a tremendous and well-directed fire, his men having got into the system of firing every gun twice, or three times, in a minute, regularly going through the exercise. The Lion and Penelope were meanwhile doing great execution. At length, the fore-mast of the Guillaume Tell being likewise shot away, she struck her colours. In this obstinate conflict, which lasted an hour and a half, the Foudroyant had eight men killed and sixty-one wounded, among whom was Sir Edward Berry, slightly, but he never quitted the deck, where he displayed his usual intrepidity. She expended 162 barrels of powder, 1200 thirty-two-pound shot, 1240 twenty-pound, 100 eighteen-pound, and 200 twelve-pound ditto. The slaughter on board the Guillaume Tell was very great, more than 200 of her crew being killed and wounded. On her arrival in England her name was changed to the Malta.

In the month of June, 1800, Sir Edward conveyed the royal family of Naples from Palermo to Leghorn, on board the Foudroyant. Before the departure of his illustrious guests, he was presented by the queen with

a gold box and a diamond ring. This was the last service in which he was engaged during the war.

For a considerable time after the recommencement of hostilities, Sir Edward Berry remained unemployed. At length, in the summer of 1805, he was appointed to the command of the *Agamemnon* of 64 guns, in which, some years before, he had served in an inferior station. In September he sailed from Portsmouth in company with his friend, Lord Nelson, and was present in the following month at the glorious battle of Trafalgar. The *Agamemnon* was engaged in the van division of the fleet, but it does not appear that she had any opportunity of particularly distinguishing herself, though there cannot be a doubt that her commander fulfilled his duty to its utmost extent.

The *Agamemnon* was one of the squadron which not long after this event proceeded under Admiral Duckworth in quest of a French force which had escaped from Rochefort, and sailed for the West Indies. The glorious issue of this chase has been fully described in the present volume. In the action off St. Domingo, the *Agamemnon* sustained less loss than any other ship, having only one man killed and 13 wounded. As some reward for his numerous services the king has since conferred on Sir Edward, the dignity of a baronet of the United Kingdom.

In 1799, Sir Edward married his cousin-german, the daughter of the late Dr. Foster, of Norwich. He is reported to be in very easy circumstances. One of his uncles went, early in life, to India where he acquired a considerable fortune, great part of which he bequeathed to his nephews and nieces, so as to place the whole family in a comfortable state of independence.

CONQUEST OF BUENOS AYRES.

IT has been thought expedient to comprize in this volume the reduction of the valuable Spanish colony of Buenos Ayres, and its dependencies; a conquest, perhaps, more important, as well as more honorable to the British arms, than any that has been achieved during the present war.

No sooner had the force sent out to the Cape of Good Hope effected the complete reduction of that settlement, than Sir Home Popham, than whom the British navy does not possess a more enlightened officer, formed a plan for employing the vessels under his command on a beneficial expedition to the opposite shores of the American continent. It obtained the approbation of General Baird, who, having received some reinforcements from England, assigned what troops he could spare for its execution, and gave the command of them to Major-general Beresford. The Spanish settlements in the Rio de la Plata were the object of this expedition.

The armament sailed from the Cape, and arrived towards the conclusion of April at St. Helena, where the commanders, on application to the governor, obtained permission to embark a detachment of troops belonging to that island. Notwithstanding this recruit, their whole force, including the marines and seamen destined to act on shore, did not exceed 1635 men, officers included.

On the 2d of May they sailed from St. Helena, and,

after a passage of unexpected length,—made Cape St. Mary. Sir Home Popham considering it an object of material consequence to obtain the earliest local information in the river, placed the squadron under the direction of Captain Rowley, on the 27th of May, and preceded it in the *Narcissus* for that purpose. He was accompanied by Captain Kennett of the engineers, who was directed by the general to reconnoitre the enemy's places on the river, in the best manner circumstances would permit, and to collect every possible intelligence concerning them. On the 8th of June the *Narcissus* anchored near the island of Flores; on the 11th the commodore had the satisfaction to fall in with the *Encounter*, and the *Ocean* transport, which had parted from the fleet previous to its arrival at St. Helena. Owing to fogs and baffling winds, it was not till six days after the armament entered the river that it joined the *Narcissus*.

The commanders immediately consulted whether it would be most prudent first to attack the town of St. Philip, Monte Video, or Buenos Ayres, the capital of the province. They determined to proceed against the latter, on which no time was lost in removing from the line of battle ships the troops, marines, and such seamen as were incorporated with them, and others who had been regularly exercised to arms during the passage, into the *Narcissus*, the *Encounter*, and the transports; while the *Diadem* blockaded the port of Monte Video, and the *Raisnable* and *Diomedé*, by way of demonstration, cruized near Maldonado and other as-sailable points. This business was accomplished on the 16th of June, at which time the armament was

about ninety miles distant from the place of its destination. Its progress up the river was very much retarded by the shoalness of the water, adverse winds and currents, continual fogs, and the great inaccuracy of the charts; but by the skill and assiduity of Sir Home Popham, and the unremitting and laborious exertions of the officers and men under his command, these difficulties were surmounted, and the squadron anchored on the afternoon of the 25th off Point Quilmes a Pouichin, about twelve miles from Buenos Ayres.

Here General Beresford proposed to land, having been informed by an Englishman who was pilot for the river, and was taken by the *Narcissus* out of a Portuguese vessel, that it was an excellent place for that purpose, and there was an easy access from it into the country. As it was impossible for the *Narcissus* to approach the shore on account of the shoalness of the water, the *Encounter* was run in so close as to take the ground, the more effectually to cover the debarkation of the army in case of necessity. The whole, however, was landed in the course of the evening, without the least opposition, consisting of the detachment of his Majesty's troops from the Cape, and that from St. Helena, with the marine battalion, under the orders of Captain King, of the *Diadem*, which was composed of the marines of the squadron, augmented by the incorporation of some seamen, and three companies of royal blues, from the same source of enterprise, who had been regularly trained for that duty, and dressed in an appropriate uniform.

The enemy was posted at the village of Reduction, which was on an eminence, about two miles from the

beach, with the appearance of a fine plain between the two armies, which, however, proved on the following morning to be only a morass in a high state of verdure. General Beresford was informed by his guide, that, though in winter this place was impassable, it was then very practicable and easy for guns to pass.

It was eleven o'clock in the morning of the 26th before General Beresford could move off his ground, and the enemy, from their position, might have counted every man of the British force. They were drawn up along the brow of the hill on which was situated the village of Reduction, which covered their right flank, and their force consisted principally of cavalry, to the number of two thousand, with eight field-pieces. The nature of the ground was such, that General Beresford was under the necessity of going directly to their front; and to make his line as nearly as possible equal to theirs, he formed all the troops into one line, except the St. Helena infantry of one hundred and fifty men, which he formed one hundred and twenty yards in the rear, with two field pieces, and orders to face to the right or left, as either of the flanks should be threatened by the cavalry. He had two six-pounders on each flank, and two howitzers in the centre, of the first line. In this order the troops advanced against the enemy, and General Beresford having arrived within range of their guns, a tongue of swamp crossed his front, and obliged him to halt, whilst the guns took a small circuit to cross. This was scarcely performed, when the enemy opened their field pieces, at first well pointed, but as the English advanced at a very quick rate, in spite of the boggy ground, that very soon obliged them to leave all their guns behind, the fire

did them but little injury. The 71st regiment reaching the bottom of the heights in a pretty good line, seconded by the marine battalion, the enemy would not wait the nearer approach, but retired from the brow of the hill, which our troops ascended, with that coolness and courage which has on every occasion marked the character of the British soldier. The Spaniards now fled with precipitation, leaving behind their artillery, consisting of four field-pieces and one tumbril.

General Beresford halted two hours on the field to rest the troops, and to make arrangements for taking with him the enemy's guns and his own, which had now been extricated from the bog by the exertions of Captain Donnelly of the *Narcissus*, who had accidentally landed, and accompanied the troops, on seeing them advance to meet the enemy.

The general then marched, in hopes of preventing the destruction of the bridge over the Rio Chuelo, a river at that season of the year not fordable, and which lay between him and the city, distant from it about three miles, and eight from his then situation; and though he used the utmost diligence, he had the mortification to see it in flames long before he could reach it. He therefore halted the troops for the night, a mile from it, and pushed on three companies of the 71st, under Lieutenant-colonel Pack, with two howitzers, to the bridge, to endeavour to prevent its total destruction. He accompanied this detachment himself, but on reaching the bridge, found it entirely consumed; and as the enemy, during the night, was heard bringing down guns, he withdrew the detachment before light, as their position was thought too open and exposed to the enemy's fire.

On the 27th, as soon as it was light, General Beresford sent Captain Kennett, of the engineers, to reconnoitre the sides of the river, and found that his troops had little or no cover to protect them, whilst the enemy were drawn up behind hedges, houses, and in the shipping on the opposite bank of the river, which was not thirty yards wide. As his situation and circumstances could not admit of the least delay, he determined to force the passage, and for that purpose ordered down the field-pieces to the water's edge, and direct the infantry to remain in the rear, under cover, except the light company and grenadiers of the 71st. As the guns approached, the enemy opened a very ill-directed fire from great guns and musketry. The former, however, soon ceased, after the British fire opened; but the latter was kept up for some time, though, so ill was it directed, that it did little or no injury. By the exertions and activity of Captain King, who commanded the battalion of marines, rafts, boats, &c. were prepared, and the troops crossed the river. Perceiving no signs of farther opposition, and learning that the troops had deserted the city, General Beresford was induced by motives of humanity to send his aid-du-camp, the Hon. Ensign Gordon, with a summons to the governor to deliver to him the city and fortress, representing that the excesses and calamities which would most probably occur, should the troops enter in a hostile manner, might thus be avoided; and informing him that the English would ensure to the inhabitants the exercise of their religion, and protection for their persons and for all private property.

The governor sent back an officer to request a few hours to draw up conditions, but the general refused

to delay his march, which he commenced as soon as his whole force had crossed the river, and on approaching the city he was again met by an officer from the governor, with a number of conditions. He informed the latter that he could not then attend to them, but would confirm by writing what he had promised, when in possession of the city, which he immediately entered. Thus fell the capital of the extensive province of Paraguay, where the conquerors found 88 pieces of cannon, 550 barrels of powder, and a quantity of small arms. Their loss in achieving its reduction was one killed, 12 wounded, and one missing.

On the 2d of July, the terms granted by the commanders of his Majesty's land and sea forces to the inhabitants of Buenos Ayres and its dependencies were signed by General Beresford, Sir Home Popham, and the Spanish governor Quintana. By these the garrison were declared prisoners of war, protection was promised to private property and to the exercise of the Catholic religion, and the privileges before enjoyed by the inhabitants were confirmed to them. The captors, though entitled by the laws of war, to all the vessels of every description, yet, feeling the distress which the privation of them must occasion to the owners, generously relinquished their right to those vessels and their cargoes, though they were supposed to amount in number to 180, and in value to a million and a half of dollars. Proclamations to the above effect were likewise issued by the British commanders.

The viceroy had retired from Buenos Ayres on the approach of the English, and a great quantity of treasure had also been conveyed from the city. The first

care, therefore, of General Beresford, after he found himself perfectly settled in his new conquest, was to send a small detachment to Luxan, about fifty miles distant from the capital, with the avowed object of escorting back some of the treasure which had been removed, and was reported to be private property; but principally to reconnoitre the country, and to learn the disposition of the inhabitants. A considerable quantity of treasure, actually on its way to Cordova, was fortunately preserved by this detachment for the gallant captors, and the commanding officer, Captain Arbutnot, reported favourably of the general disposition of the people.

The total amount of the specie which, as public property, fell into the hands of the conquerors, exceeded 1,290,000 dollars. Of this sum 1,086,000 dollars were sent home to England in the *Narcissus*; the commanders reserving the remainder for the exigencies of the army and navy. It was estimated that, exclusive of the above, the value of the merchandize in the King's stores, principally consisting of Jesuits' bark and quicksilver, and in the Philippine Company's stores, together with the floating property retained, could not amount to less than between two and three millions of dollars.

It was not, however, by the amount of the valuables taken at Buenos Ayres that the importance of the conquest was to be estimated. Britain being excluded in a manner from all intercourse with the European continent, it behoved her to seek some other mart for her commodities. It struck the intelligent mind of Sir Home Popham that this could be most easily effected by laying open a communication with the extensive re-

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gions of the South American continent. How deeply that gallant officer had the interest of his country at heart, appears from this circumstance, that, no sooner were the British troops in possession of Buenos Ayres, than he wrote the following circular letter, a copy of which was addressed to the mayor and corporation of each of the great manufacturing towns in the kingdom:

“ *Buenos Ayres, July 1, 1806.*

“ Gentlemen,—Although I may not have the honour of being personally known to some of your corporation, I nevertheless consider it as a duty to the commercial interests of Great-Britain, and a respect due to you as one of its great manufacturing towns, to state, in a few words, that the conquest of this place opens an extensive channel to the manufactures of Great Britain.

“ Hitherto the trade of this country has been cramped beyond belief, and the manufactures of Great Britain could only find their way to this rich province by neutral bottoms and contraband intrigues; but from this moment its trade will be thrown open. I need not point out to merchants of your extensive information, how beneficial the commerce of this hitherto neglected country will be; and you may form some judgment of its immense population by that of this city, which alone contains 70,000 inhabitants, wanting all sorts of goods of European manufacture.

The productions of this country are indigo, tobacco, Vincenta wool, cotton, tiger skins, seal skins, copperas, figs, dried tongues, beef and hams, saffron, cochineal, cocoa, hemp, hair, wheat, gums, drugs, gold, silver, and precious stones, exclusive of hides and tallow,

which I consider the great staple, one million four hundred thousand of the former being annually exported. The short time we have been in possession, and the hurry of business, will not admit of my giving you any further information for the present, but if I can obtain a list of the articles most wanted, I will enclose it. I have the honour to be, Gentlemen,

“Your most obedient humble servant,

“HOME POPHAM.”

The intelligence of this capture was received in England with the exultation due to its importance, and numerous commercial speculations were the consequence. An order in council was issued by his Majesty for opening a trade with Buenos Ayres and its dependencies, conformably to the regulations in force between Great Britain and her colonial possessions. The arrangement made by General Beresford for the reduction of the importation duties from thirty-four and a half to twelve and a half per cent. was confirmed, but the importation of slaves was totally prohibited.

The treasure brought home in the *Narcissus* was conveyed to London in eight waggons, each drawn by six horses, and after parading the streets of the metropolis, accompanied with music, and decorated with the colours taken at Buenos Ayres, it was deposited at the Bank.

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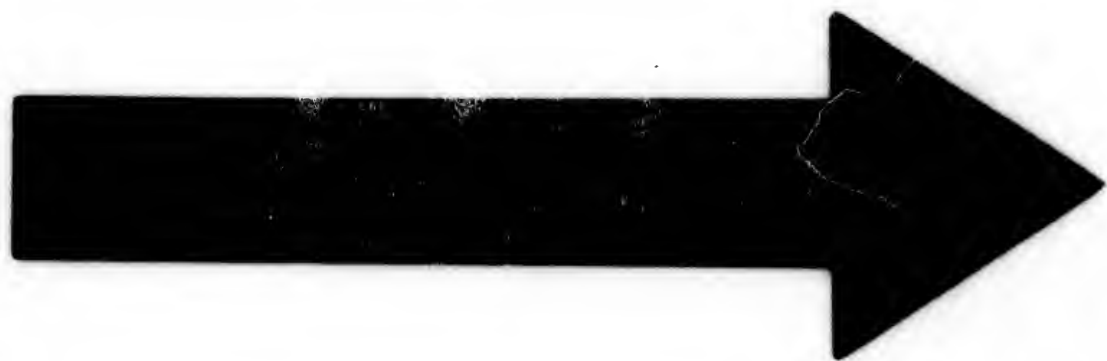
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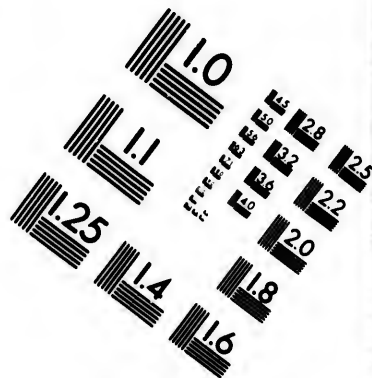
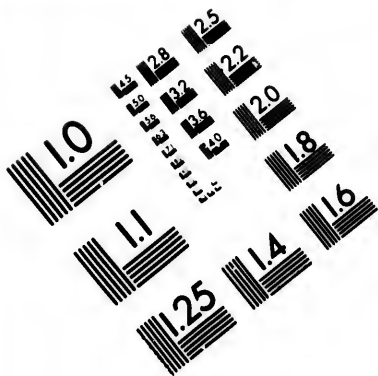
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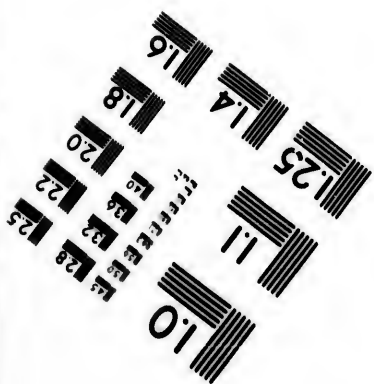
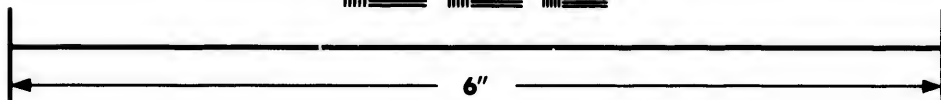
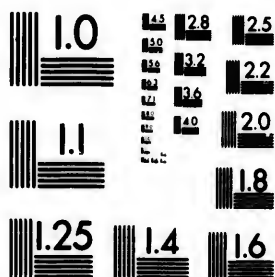
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